

ADVERTISEMENTS.

111

ESTABLISHED 40 YEARS.

G. R. RENFREW & CO., QUEBEC,

Will offer during the travelling Season their Large and Valuable Stock of



at unusually low prices.

**TOURISTS ARE INVITED TO VISIT OUR FUR SHOW
ROOM OPEN DURING THE SUMMER.**

*Ladies' Real Sealskin and Ermine Sacques, Setts,
Hats, Gauntlets, &c.*

Hudson Bay and Russia Sables, Gentlemen's Sealskin Coats, Caps,
Gauntlets, Cigar Cases and Furses, Sleigh Robes and
Carriage Bugs, Indian Works, Snowshoes, Moc-
casins, &c., Moose and Cariboo
Heads and Antlers.

—ALSO—

*Lincoln & Bennett's Best London Hats,
Best London Made Umbrellas,
DENT'S KID GLOVES, &c. &c.*

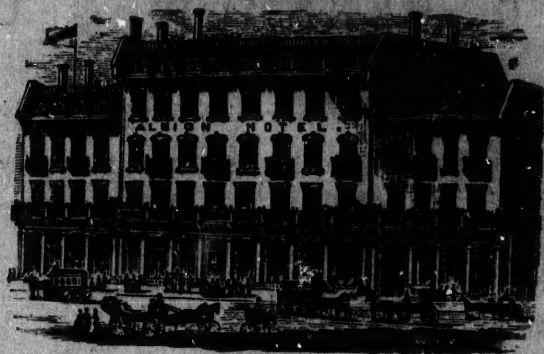
Orders by Mail promptly attended to.

35 BUADE STREET,

Opposite the French Cathedral, Quebec.

A

THE ALBION.



McGILL & ST. PAUL STS., MONTREAL, CANADA.

The Proprietors of this Hotel take this opportunity of thanking the public for the patronage so liberally given for a period considerably over twenty years, and beg to announce that they have just completed redecorating and refurnishing, and have spared no expense to make the "ALBION" the most comfortable, as it has for so long been the best patronized, hotel in Montreal.

Being situated on McGill street, the great thoroughfare, the "ALBION" is in the midst of the greatest business houses in Canada; at the same time commanding an unequalled view of the St. Lawrence River, Victoria Bridge, Victoria Square and Mount Royal.

STEARNS & MURRAY,

Proprietors

TH

ERS.



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Le Séminaire de Québec,
3, rue de l'Université,
Québec 4, QUE.

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3, rue de l'Université
Québec 4, QUEBEC

BIBLIOTHEQUE

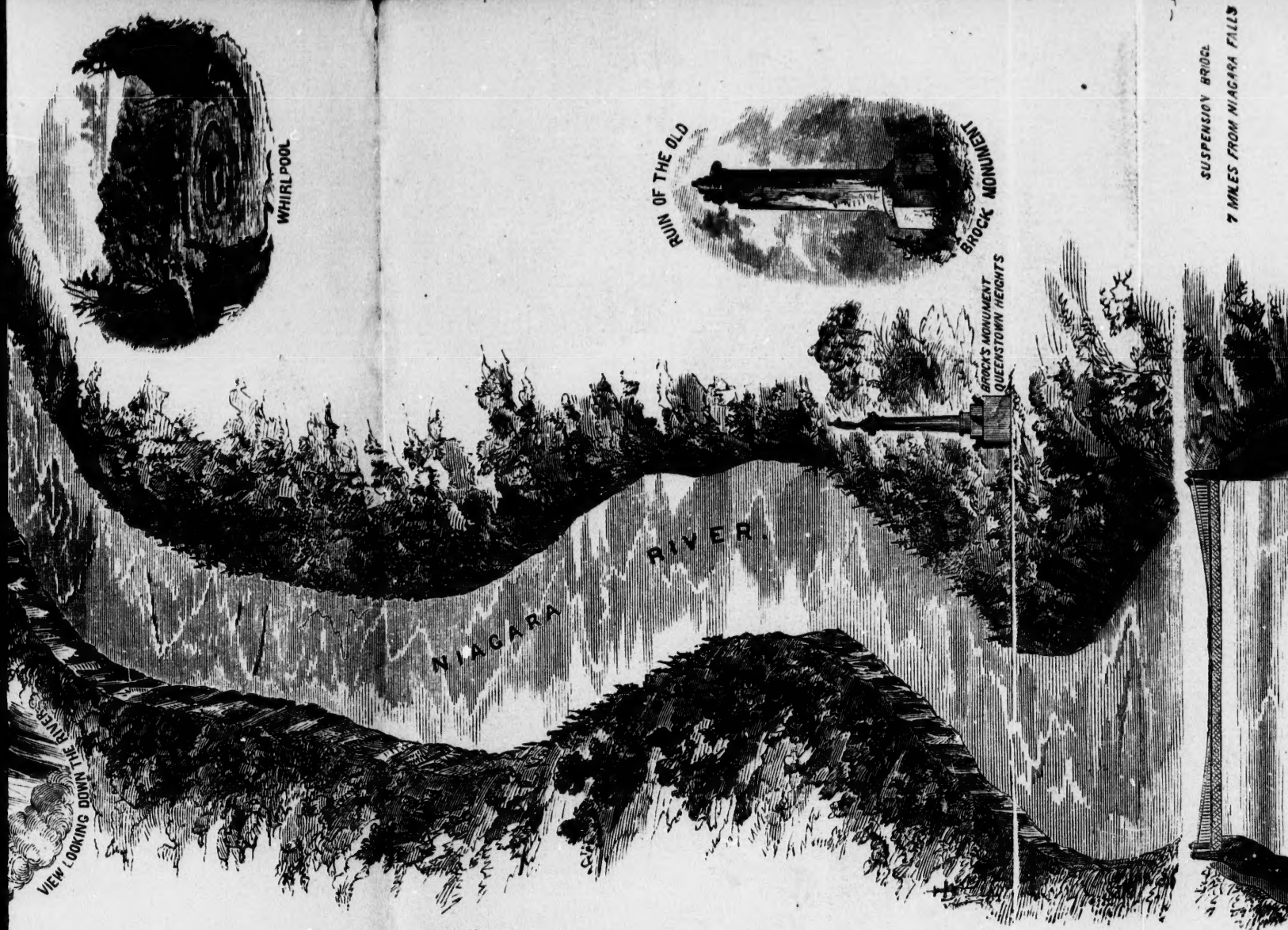


A Medicine, not a Drink. Every one uses HOP



one uses **HOP BITTERS.**

The Best and Purest Medicine ever made. A M



cine ever made. A Medicine, not a Drink.

SUSPENSION BRIDGE

7 MILES FROM NIAGARA FALLS

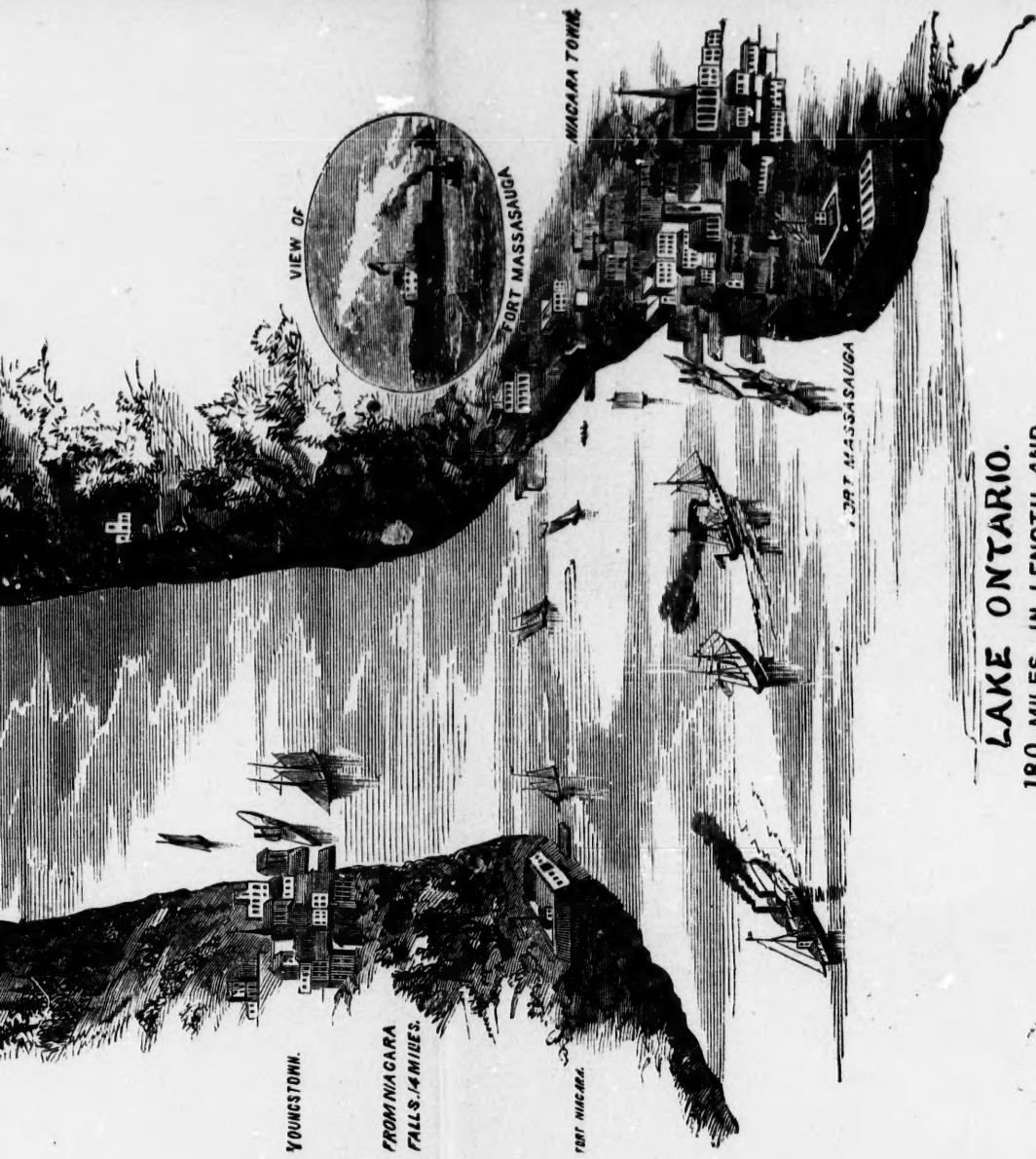
HEAD OF NAVIGATION

QUEENSTON

LEWISTON



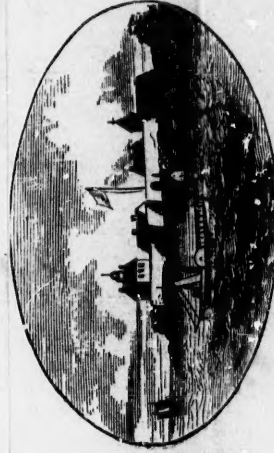




LAKE ONTARIO.

180 MILES IN LENGTH, AND
40 IN AVERAGE WIDTH.

MEAN DEPTH 500 FEET. HEIGHT ABOVE THE SEA.
232 FEET. AREA 6,800 SQUARE MILES.



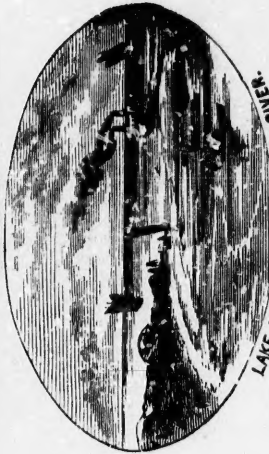
FORT NIAGARA



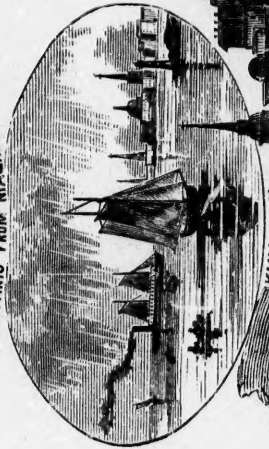
QUEENSTON SUSPENSION BRIDGE.



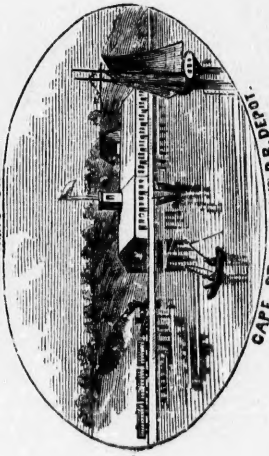
QUEENSTON SUSPENSION BRIDGE.



LAKE ONTARIO FROM NIAGARA RIVER.



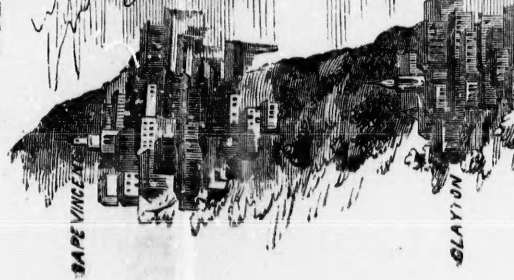
CAPE ST VINCENT R.R. DEPOT.



WOLF I.



BAPE VINCENT.



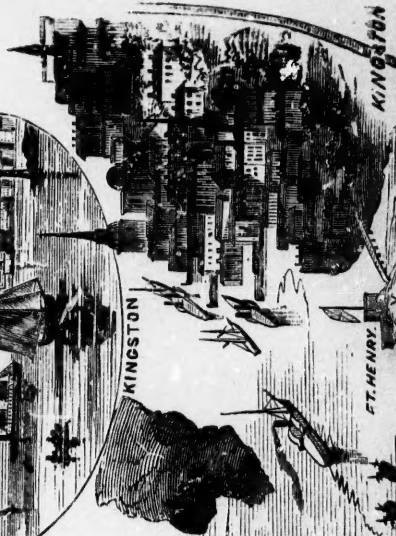
GLAYTON.



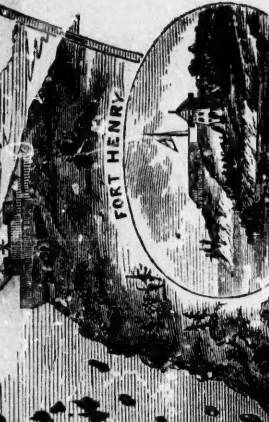
CORNELIA.



KINGSTON.



FT. HENRY.



FORT HENRY.

MARTELLO TOWER, CEDAR.



GANANOCQUE.

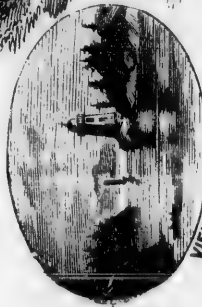
LIGHTHOUSE.



CORNELIA

LIGHTHOUSE

ONE OF THE 1000 IS.

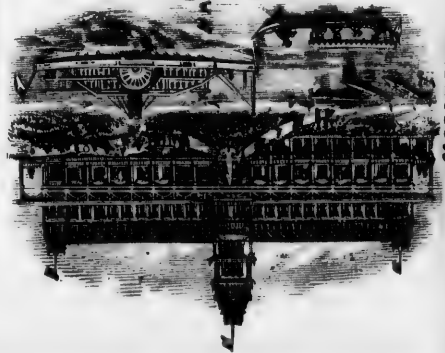


VIEW AMONG 1000 IS.



VIEW AMONG 1000 ISLANDS

ALEXANDRIA



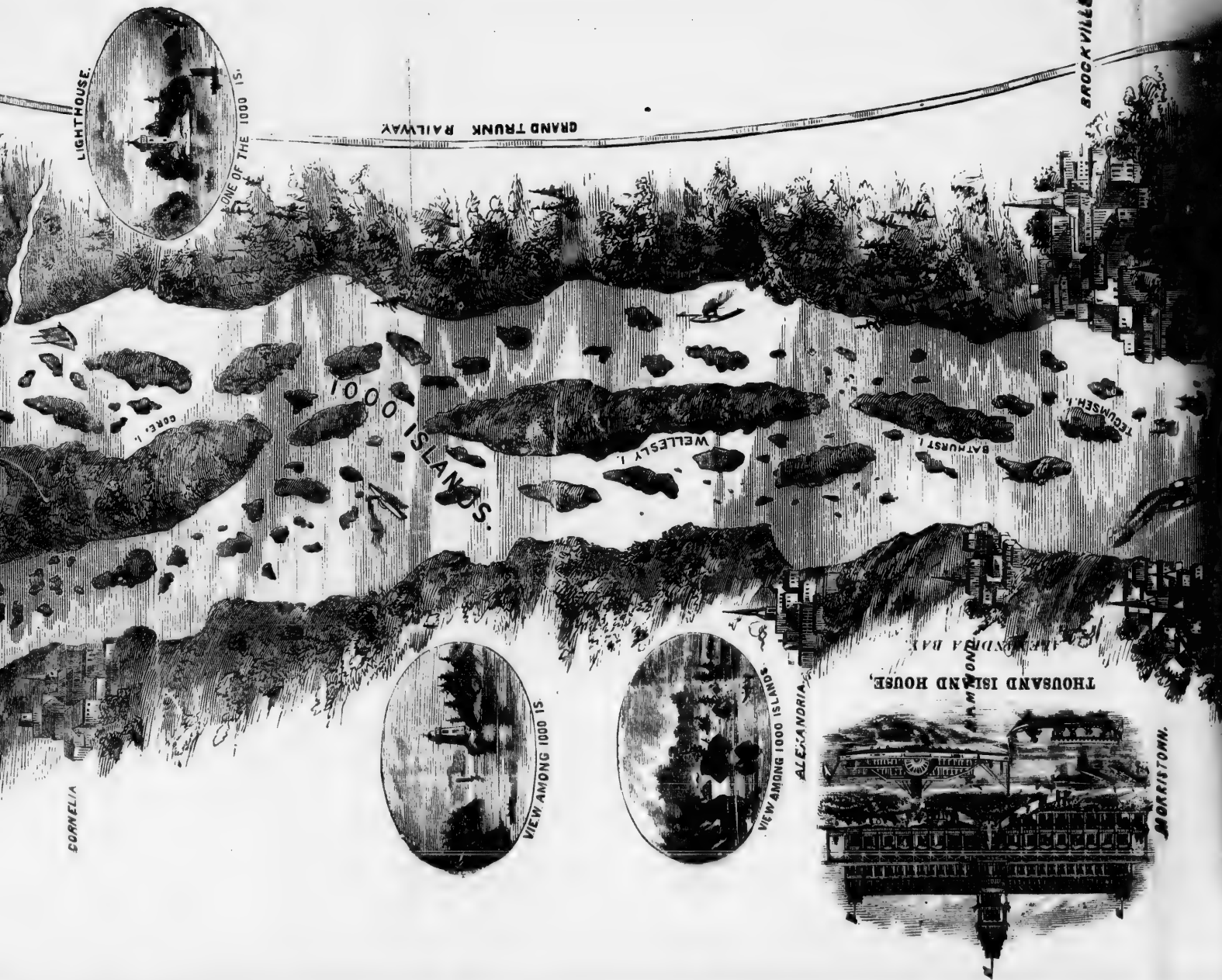
THOUSAND ISLAND HOUSE

WATER ONONDAGA BAY

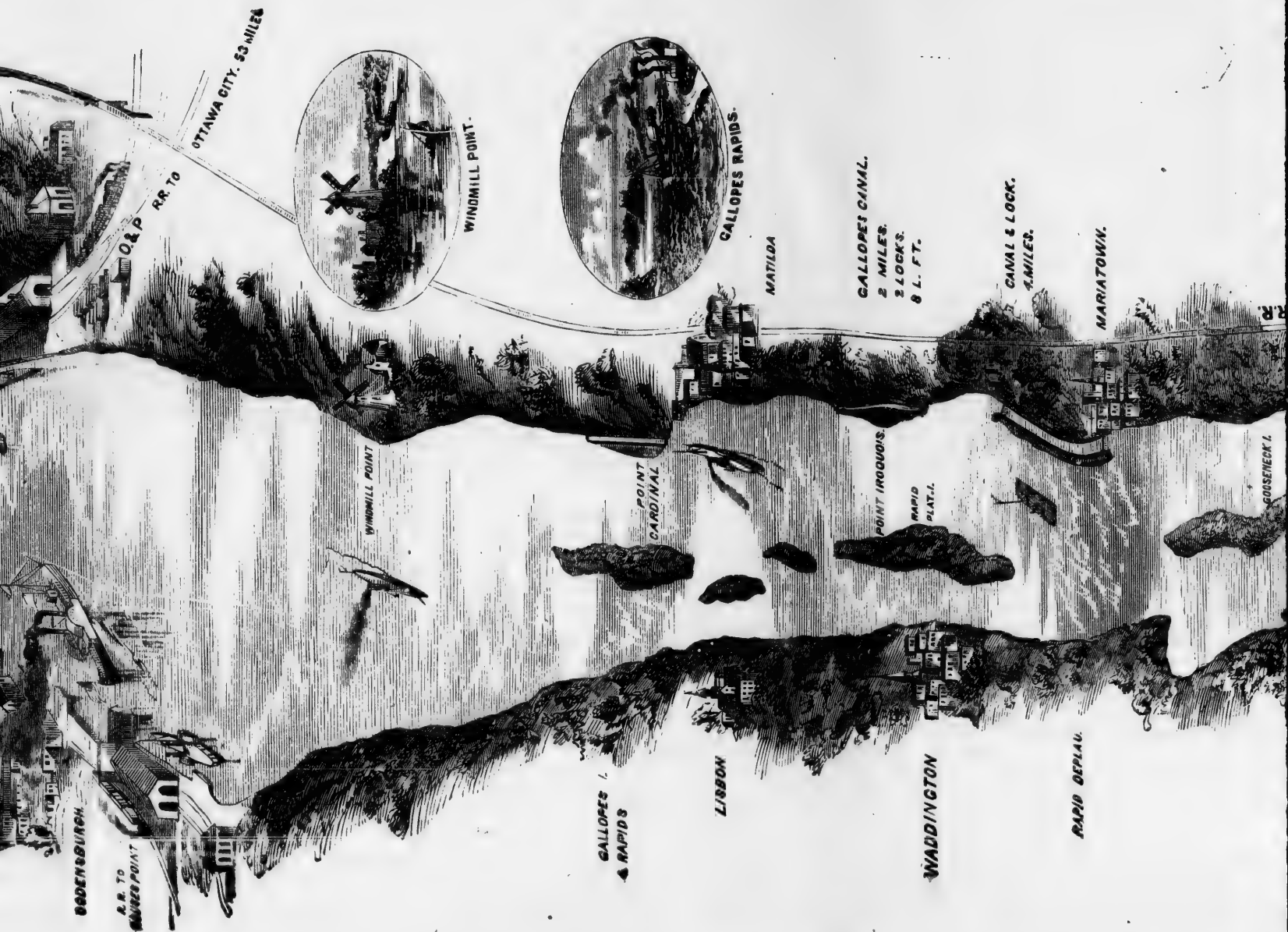
MORRISTOWN

BROCKVILLE

GRAND TRUNK RAILWAY







BODENBURGH

R.R. TO
SUDBURY

OTTAWA CITY. 53 MILES

R.R. TO

WINDMILL POINT

WINDMILL POINT.

GALLOPES I.
RAPIDS

POINT
CARDINAL

LISBON

GALLOPES RAPIDS.

MATILDA

GALLOPES CANAL.
2 MILES.
2 LOCKS.
8 L. FT.

POINT IROQUOIS.

RAPID
PLAT. I.

WADDINGTON

CANAL & LOCK.
4 MILES.

RAPID DEPLAU.

MARIATOWN.

GOOSENECK I.

GOOSENECK I.

CANAL & LOCK.
4 MILES.

RAPID DEPLAU.

MARIATOWN.

GT. RR.

GOOSENECK I.

CHRYSLERS FARM.

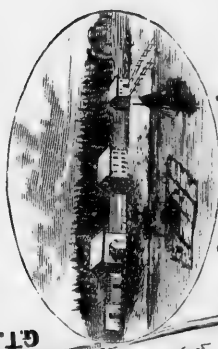
FARRERS PLECANAL
3 1/4 MILES. LOCK

ISLAND OF 3 CHANNELS.

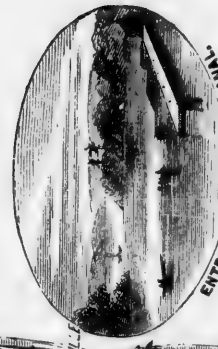
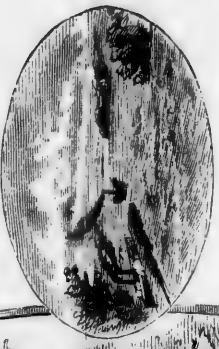
CHARLESVILLE

DICKENSONS LANDING

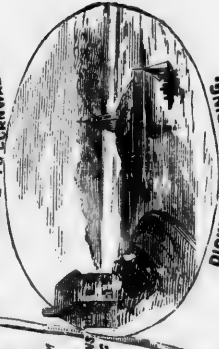
LONG



CHRYSLERS FARM.



ENTRANCE TO CERNWILL CANAL.



DICKENSONS LANDING.



RAFT DESCENDING THE RAPID.

LONG SAULT I.



WICKENSONS LANDING



LONG SAULT RAPIDS.

CORNWALL CANAL.
1 1/2 MILES LONG.
7 LOCKS.
48 L. FT.
BARNHARTS. I.



VIEW IN THE LONG SAULT CANAL.

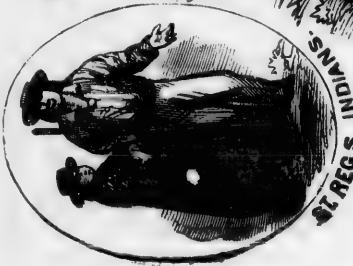
CORNWALL

LONG

SAULT



RAFT DESCENDING THROUGH LONG SAULT I.



INDIAN'S REG'T.

CORNWALL I.

INDIAN VILLAGE OF ST REGIS

LAT. 45.0

LINE BETWEEN



CORNWALL

INDIAN VILLAGE
OF ST. REGIS

LAT. 45°
LINE BETWEEN
UNITED STATES
AND CANADA.

CORNWALL

VIEW IN THE LONG
TUNNEL

GRAND TRUNK R.R.

LANCASTER

LAKE ST. FRANCIS.
LENGTH, 25 MILES.
WIDTH, 5 1/2



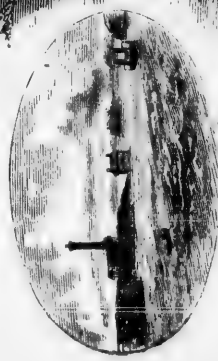
COTEAU DU LAC.

LAKE OF THE
TWO MOUNTAINS.
LENGTH 2 1/2 MILES
WIDTH 1.702

ST. ANNE'S BRIDGE
OVER RAPIDS

COTEAU RAPIDS.
CEDARS
CASCADÉS

GRAND I.
BEAUXHARNAIS CANAL.
LENGTH 1 1/4 MILES.
9 LOCKS.

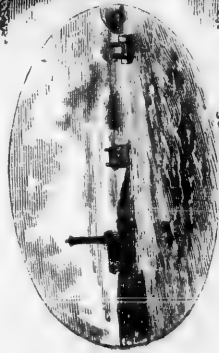


CEDAR RAPIDS.



1850

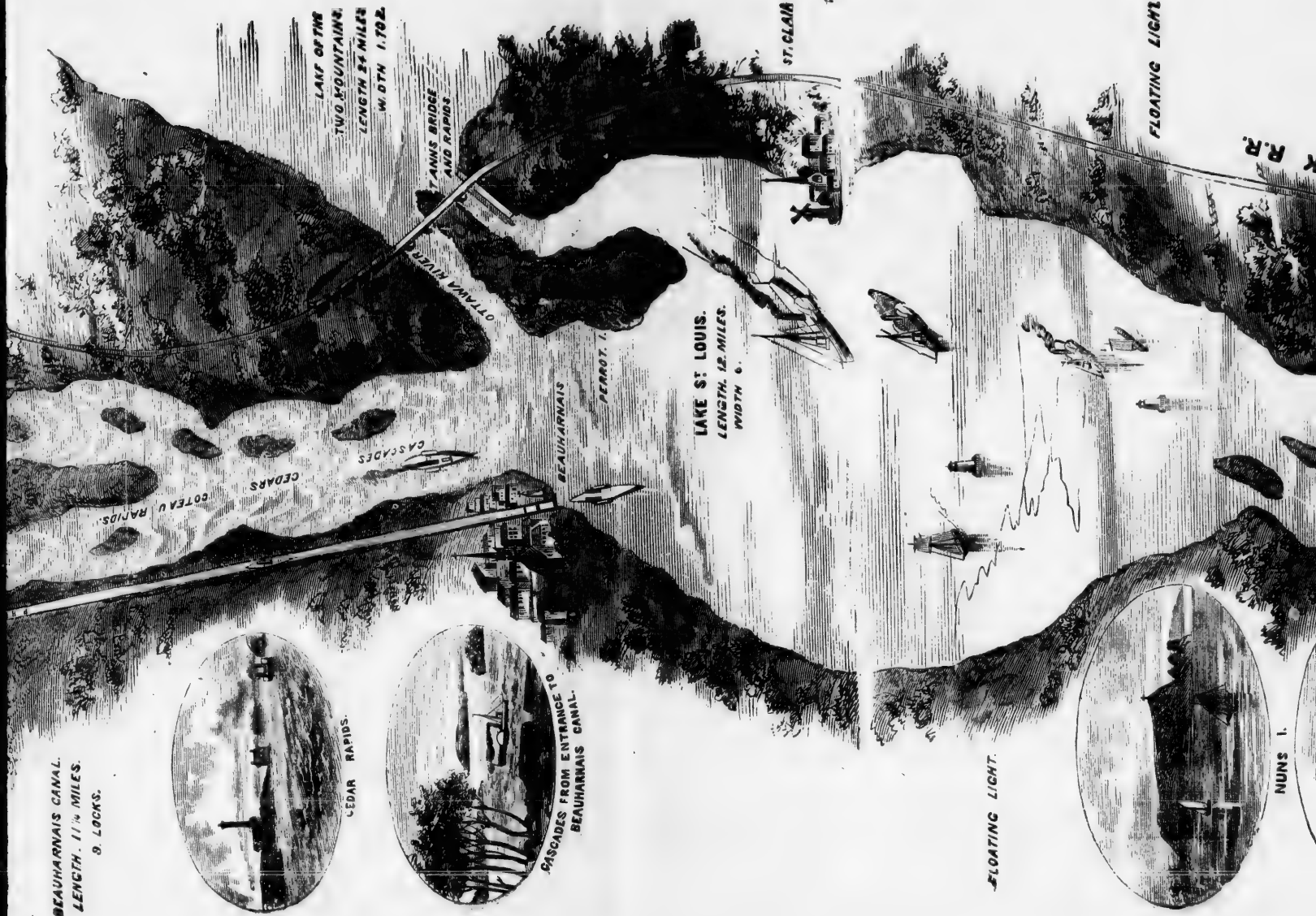
BEAUHARNAIS CANAL.
LENGTH, 11 1/4 MILES.
9. LOCKS.



CEDAR RAPIDS.



PASCHADES FROM ENTRANCE TO
BEAUHARNAIS CANAL.



LAKE OF THE
TWO MOUNTAINS.
LENGTH 24 MILES.
WIDTH 1.702.

TANKS BRIDGE
AND RAPIDS.

OTAWA RIVER.

CASCADES.

CEDARS.

COTEAU RAPIDS.

BEAUHARNAIS

PERRON I.

LAKE ST. LOUIS.
LENGTH 12 MILES.
WIDTH 6.

ST. CLAIR

FLOATING LIGHT.

FLOATING LIGHT.

NUNS I.

R.R.



ST. LAWRENCE
AND ATLANTIC
GRAND TRUNK RR.
TO THE WHITE MTS.
AND PORTLAND

LONGUE.

JUNCTION OF THE NORTHERN BRANCHES
WITH THE ST. LAWRENCE.

L'ASSOMPTION.

VERCÈRE.



CANADIAN
MARITIME



CANADIAN BOY.
ST. SULPICE.

LA VITRE

FRENCH CANADIAN PEASANT.

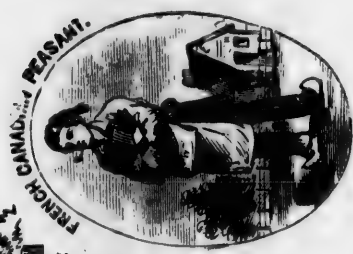


CANADIAN
NATIVE



RIVER RICHIEU, CONNECTING
LAKE CHAMPLAIN WITH THE
ST. LAWRENCE

LA VITRE.



FRENCH
CANADIAN
PEASANT.



BERTHIER.

SOREL.

LAKE ST. PETER

LENGTH 25 MILES.

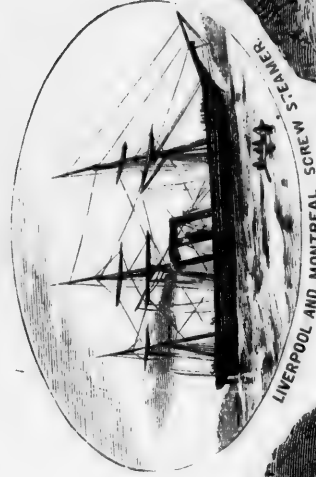
WIDTH 9.

LAKE ST. PETER

LENGTH 25 MILES.
WIDTH 9.

RIVER ST. FRANCIS.

WRECK OF A RAFT ON LAKE ST. PETERS.



FOND DU LAC.

THREE RIVERS.

BECANCOUR

RIVER ST. MARRIE.

LIVERPOOL AND MONTREAL STEAM

THREE RIVERS

BECANCOUR

HEAD OF TIDE WATER
90 MILES FROM QUEBEC
240 FROM THE ATLANTIC OCEAN.

MACALLEN

FRENCH CANADIAN FARM HOUSE

SENTILLY

ST PIERE

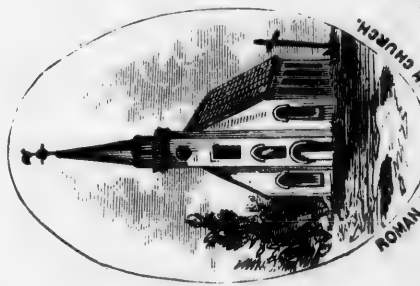
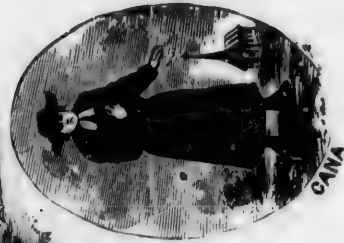
ROMAN CATHOLIC PARISH CHURCH

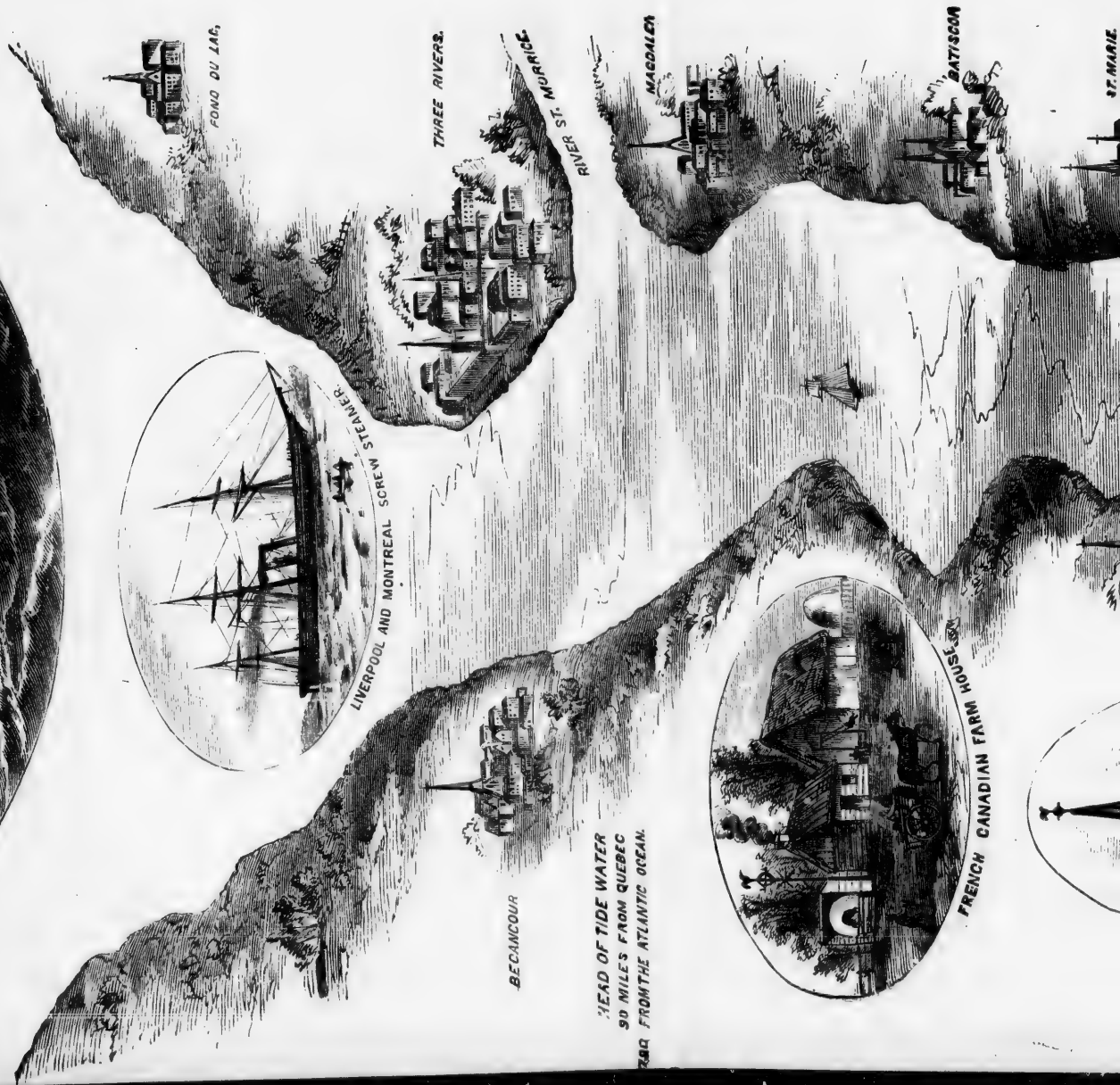
DECHELLONS

POINT AUX TREMMIES

LOTHINIER
WATER NOT PERFECTLY SALT
FOR A DISTANCE OF

LOTHINIER





FOND DU LAC,

THREE RIVERS.

RIVER ST. MURICE.

MACDONALD

BATISCAN

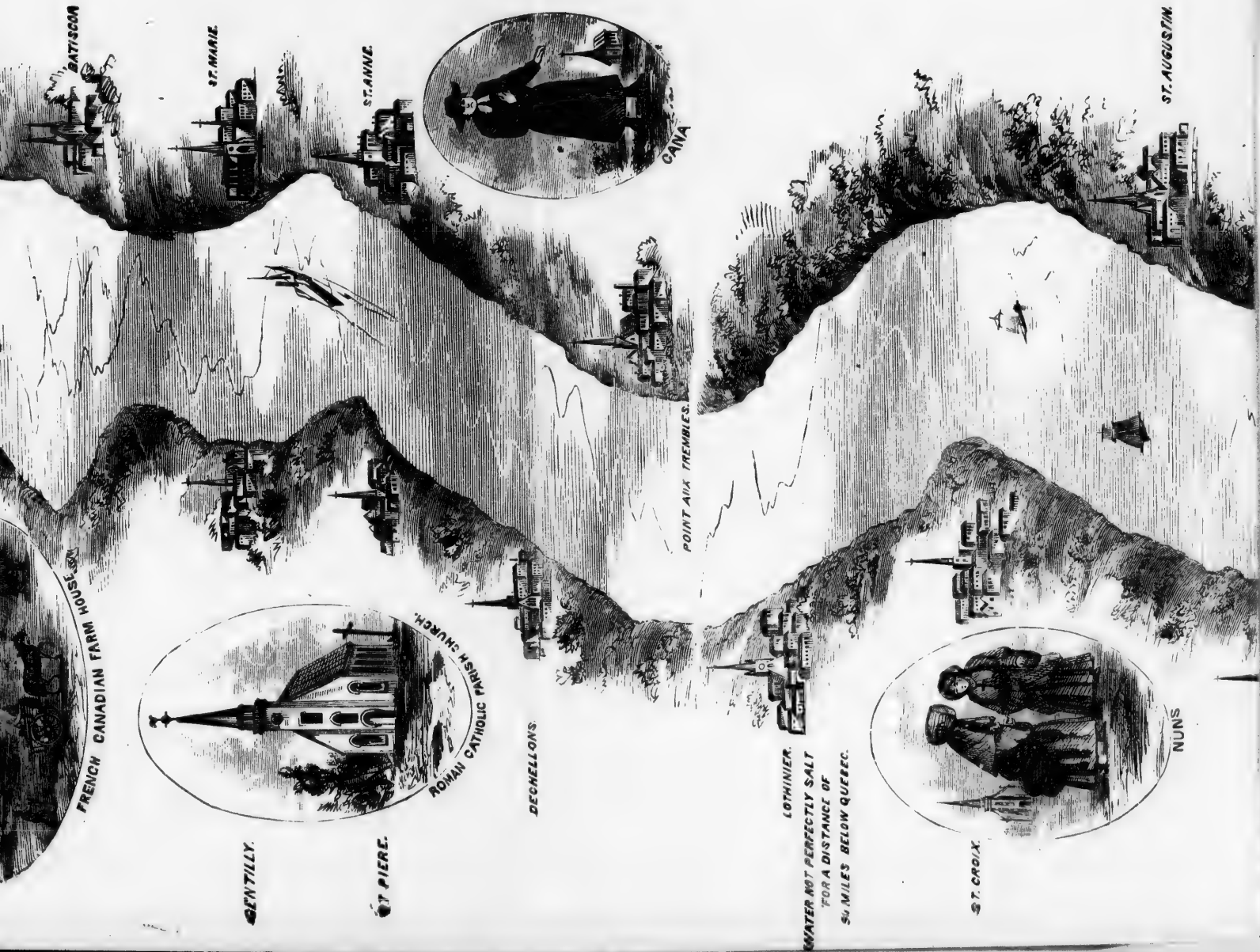
ST. MARIE.

LIVERPOOL AND MONTREAL
SCREW STEAMER.

BECANCOUR

HEAD OF TIDE WATER
90 MILES FROM QUEBEC
2400 FEET FROM THE ATLANTIC OCEAN.

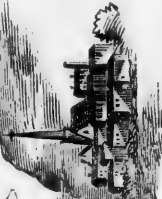
FRENCH CANADIAN FARM
HOUSE



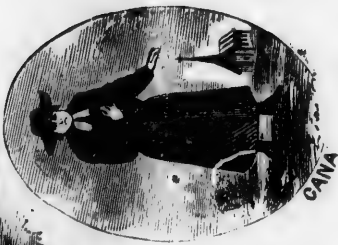


ROMAN CATHOLIC MARSH CHURCH.

DECHELLONS



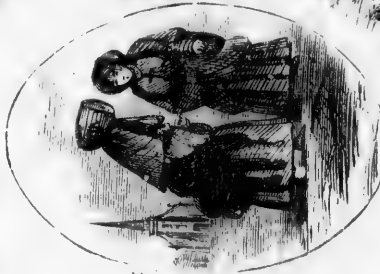
POINT AUX TREMBLES.



CANA



LOTHIER.
WATER NOT PERFECTLY SALT
FOR A DISTANCE OF
90 MILES BELOW QUEBEC.



NUNS

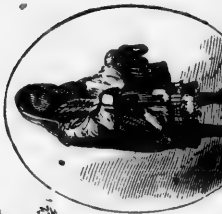
ST. CROIX



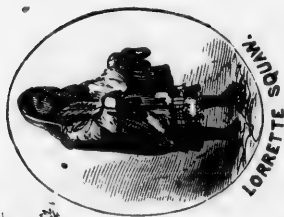
ST. ANTOINE.



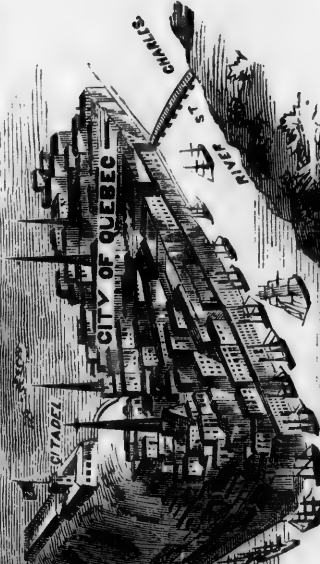
ST. AUGUSTIN.



GRAND TRUNK R.R. P.
WHITE MOUNTAINS M.
AND TORONTO



WOLFS MONUMENT.
PLAINS OF ABRAHAM



ST. CHARLES
RIVER

GULF AND RIVER NAVIGATION

UPWARDS OF 700 MILES FROM

QUEBEC TO THE ATLANTIC OCEAN

DRAWN BY ALFRED R. WAUD.
BOSTON, U.S.

GRAND TRUNK
WHITE MOUNTAINS MONTREAL
AND TORONTO C.W.
R.R. PORTLAND

POINT LEVI

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OTTAWA HOTEL.



*The OTTAWA HOTEL is the only recognized Head Quarters
of all Americans when visiting Montreal.*

THIS HOTEL is situated on ST JAMES and NOTRE DAME STREETS, the leading thoroughfares of the city, and is the only Hotel in the city having this advantageous location.

It is within easy distance of the principal objects of public interest, such as the Cathedral of Notre Dame, Jesuits, &c., and is in the centre of the wholesale and retail trade of the city; near the Post Office, Banks, &c., all of which are within a few minutes' walk of the Hotel.

The "OTTAWA" has recently been furnished anew throughout, its Bedrooms and Parlors being furnished with Eastlake and Queen Anne patterns of furniture. In elegance, comfort and convenience, it compares favorably with any other first-class hotel in the city.

It has a PASSENGER ELEVATOR, ELECTRIC BELLS, and all the latest improvements to be found in any first-class hotel.

It has a TELEGRAPH OFFICE and RAILWAY TICKET OFFICE in the building.

Its CUISINE is unexcelled by that of any other hotel in the city.

The health of its patrons has been amply provided for, by the most perfect system of drainage and modern sanitary precautions, such as carrying the soil pipes through the roof, thereby securing perfect ventilation, and avoiding the possibility of having any impure air in the hotel.

The Price of Rooms, with Board, has been Reduced to \$2.00 and \$2.50 per diem. Rooms en suite with Bath, &c., attached, 50 cents extra. Special rates for longer periods.

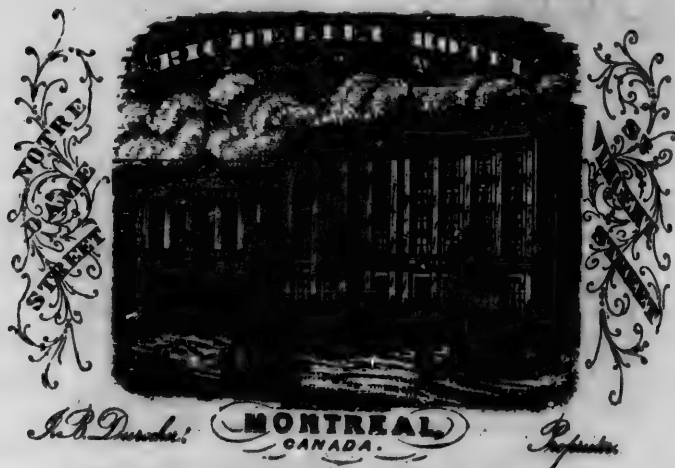
This scale of prices makes the "OTTAWA" the most reasonable in its charges of any first-class hotel on the continent. This reduction in price has been made without in any way impairing the high standard for which the Hotel is justly celebrated.

The Manager respectfully solicits your patronage and influence, and hopes to maintain the reputation of the "OTTAWA" for the politeness of its officials.

Special rates for Theatrical Companies and Excursion Parties.

J. F. WARNER, Manager.

RICHELIEU HOTEL,



CORNER NOTRE DAME STREET.

Opposite the Court House, Montreal.

The above **FIRST-CLASS HOTEL** is the most Fashionable, Stylish and Commodious in the City of Montreal, and the only one kept on the **AMERICAN** and **EUROPEAN PLANS**, so long desired by the Travelling Public. It is situated on the corner of Notre Dame and St. Vincent Streets, opposite the Court House, in the vicinity of the principal places of business—extending through to Jacques Cartier Square, in full view of the following places of interest; New City Hall, Champ de Mars, Nelson Monument, Grand Trunk R.R. Offices, and from the foot of which Square all the Lake and River Steamers arrive and depart. This Hotel is the only one in the Dominion of Canada which has a fine shaded promenade on its Roof, Commanding a full view of the St. Lawrence River for miles around, of the Mountain, and of all the City.

As our advertisements have not yet reached all parts of the United States and the Dominion of Canada, we have made great reductions in our rates for the present year, as a safe and speedy manner of advertising the comfort of our Hotel.

OUR PRESENT RATES ARE AS FOLLOWS:

AMERICAN PLAN, from \$2.00 to \$2.50 per day.

EUROPEAN PLAN:

Best Furnished Room, from \$1.00 to \$1.50 per day; Restaurant à la Carte.

Tourists will find on every boat one of our agents, who will be honored to receive any orders, and make any special agreement with them, to secure them all the comfort required. One visit is respectfully solicited to convince them of the comfort of our establishment.

ISIDORE B. DUROCHER, PROPRIETOR.

N. B.—Our 'busses will be found on the arrival of every train and at all the steamers.

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CHISHOLM'S
ALL-ROUND ROUTE
AND
PANORAMIC GUIDE
OF THE
ST. LAWRENCE:

HUDSON RIVER; SARATOGA; TRENTON FALLS; NIAGARA; TORONTO;
THOUSAND ISLANDS, AND THE RIVER ST. LAWRENCE; OTTAWA;
MONTREAL; QUEBEC; THE LOWER ST. LAWRENCE AND
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PORTLAND; BOSTON; NEW-YORK,

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TO THE
GREAT WEST, NORTH WEST AND FAR WEST,
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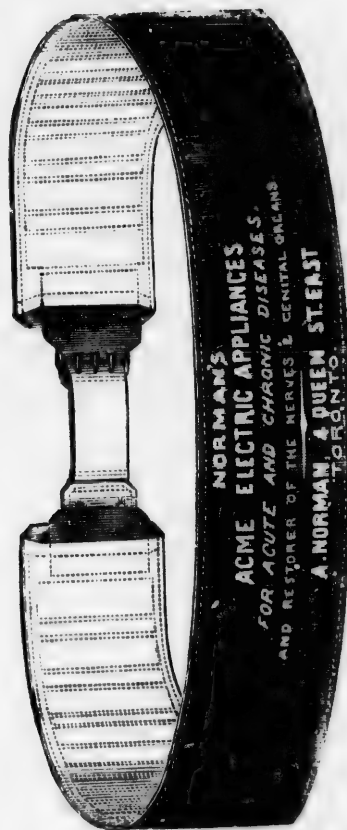
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PREFACE.

THE ALL-ROUND ROUTE AND PANORAMIC GUIDE OF THE ST. LAWRENCE, AND WESTERN TOURISTS' GUIDE, in its new form, has far exceeded in its success the most sanguine anticipations of the proprietors, and they feel that their desire to publish such a book as would meet the requirements of the American traveller, in making the popular tours described therein, have been fully appreciated.

They feel certain that the present edition will prove still more useful and attractive than all previous ones, advantage have been taken of suggestions made in regard to alterations, additions and improvements.

Every attention has been given to securing accuracy of detail so as to make this work the most reliable and valuable Guide to Tourists, it being the only through Guide Book published between the Atlantic and Pacific, and the publishers, therefore, hope to secure a continuance of support and patronage. They still solicit suggestions which may tend to benefit the work in future editions, and all favours will be duly acknowledged and, whenever practicable, made use of.



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Norman's Electro-Curative Appliances

Relieve and Cure

Spinal Complaints, Nervousness, Liver, Kidney, Lung, Throat and Chest Complaints, Incipient Paralysis and Consumption, General Debility, Gout, Rheumatism, Neuralgia, Bronchitis, Asthma, and many other forms of Sickness.

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 TO THE
 GREAT+WEST,+NORTH+WEST+AND+FAIR+WEST.

THE HUDSON RIVER.

PROBABLY no other river in the world presents so great a variety of views as the Hudson. Throughout its whole extent there is a combination of the finest views, and each turn in its course reveals fresh pictures which serve to illustrate some of the best scenery of the Old World. Some travellers have pronounced the Hudson grander than the Rhine. Certainly the unprejudiced opinion of tourists will agree with that of Thackeray who has given to this noble river the verdict of Beauty.

In order to view these beauties it is necessary that this trip be taken by daylight, and we recommend to the notice of our readers the splendid steamers "Albany,"

Rheumatism, Neuralgia, Bronchitis, Asthma, and many other forms of Sickness.

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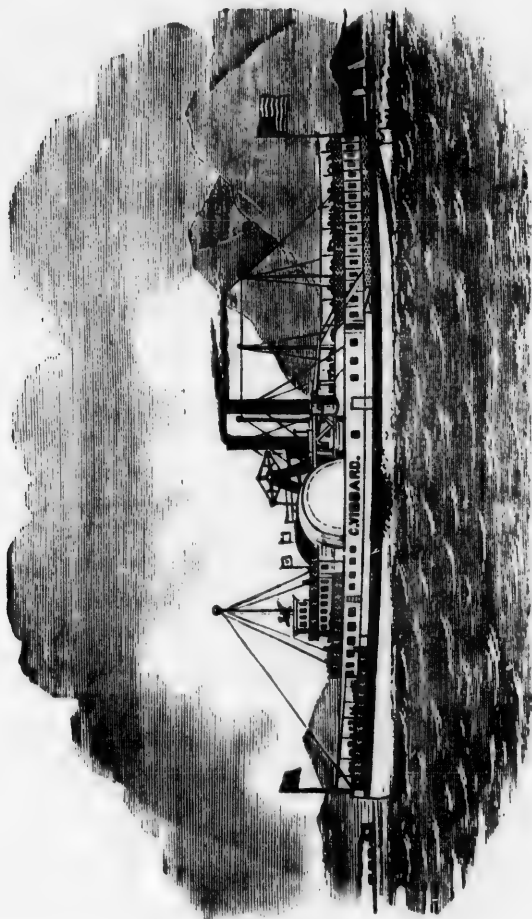
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Batteries

"Chauncey Vibbard" and "Daniel Drew," of the Day line. These are indeed floating palaces, for the speed



STEAMER "C. VIBBARD."

and arrangements of the vessels, and the luxurious fittings of the saloons, are not surpassed by any other line of

boats on the continent. The People's Line of Steamers, the "St. John" and "Drew," are equally fine boats, and in their appointments are not excelled by any steamers in the world. These magnificent steamers leave New York daily at 6 p.m., and pass the beautiful scenery of the Palisades before dark, arriving at Albany at 6 a.m. The day steamers leave the wharf at Veesey street every morning, calling at the foot of 24th street, and run up the 150 miles of the Hudson, by 6 o'clock in the evening.

For the first twelve miles of our upward journey we skirt along the Island of Manhattan, upon which the city of New York is built. One of the first objects of interest we see on the right hand, is the handsome stone edifice of the New York Orphan Asylum, where nearly 200 children of both sexes are clothed, fed, taught, and ultimately assisted to find respectable employment. The happy and contented looks of these poor children are, perhaps, the most satisfactory proofs of the success of this inestimable institution, which, founded in 1806, by several benevolent ladies, has gradually progressed until it now occupies the stately and comfortable house whose gardens stretch down to the very edge of the water.

On the opposite side of the river, we pass by the yet picturesque villages of Hoboken and Weehawken. We say *yet* picturesque, as their close proximity to that great city which is daily travelling onwards would make one imagine that the villas and street palaces of its merchants would mar their rural beauty; but this is not so. How long this state of things may remain it is impossible to conjecture, as lager beer saloons, pleasure gardens, and restaurants are daily being raised here.

Just above Manhattanville, a small village, and one of the suburbs of New York, chiefly occupied by the

poorer class of people, is Trinity Cemetery, where, among many others, lie the remains of Audubon, the celebrated naturalist, whose name has been given to a small village, of about twenty or thirty acres, where he used to live, but which, since his death, has been cut up into building lots, and still retains the aristocratic name of Audubon Park. Just beyond this park, a large building, surmounted by a cupola, and having a tower at the south-west angle, may be descried among the trees. This is the New York Institution for the Deaf and Dumb, incorporated 1817, which is probably unequalled by any similar establishment in America. It stands in its own grounds of thirty-seven acres, and the terrace upon which the buildings (five in number, arranged in a quadrangle) are erected, is one hundred and thirty feet above the river. This institution alone accommodates four hundred and fifty patients, and is only one instance of the open-handed liberality and discriminating foresight of those in the State of New York, who do their best to alleviate distress, in whatever form it may appear, among their fellow creatures.

We here approach, on the same side, Fort Washington, or Washington Heights, as it is sometimes, and perhaps more appropriately, called. The residence of the late James Gordon Bennet is built near the site of the Old Fort. The ground is from five to six hundred feet above the river, and the view from this spot is exceedingly fine, the eye being able to trace the windings of the Hudson River northward for many miles, whilst southward the great city we have just left, with its suburbs of Brooklyn and Jersey City, can be plainly seen, though ten miles off.

We now leave the Island of Manhattan behind us,

having by this time passed abreast of the Spuyten Duyvil Creek, which separates the Island from the rest of the State of New York. The Hudson River Railroad crosses the creek by a long bridge, laid upon piles, and a station, called after the name of the inlet, is immediately on the other side of the bridge. On the opposite shore of the river that singularly beautiful formation of rock called "The Palisades," commences.

From the summit of the Palisades a magnificent view is obtained. High up upon the crest of the great escarpment, one may stand, and look far away into the west, and see the most glorious sunsets that ever changed the sky to gold or fire. To the north lie the highlands we are soon to pass, stretched out in noblest panorama for our view, and to the south the river flows on in a broader stream, until on the eastern side the City of New York begins, and the stream changes its aspect, and passes between the crowded shores that send out across it the noisy thunder of their busy life ; and palisades, and rocky hills, and long reaches of still stream, and green pleasant banks, make a sudden end as the Hudson sweeps grandly and quietly down to the sea.

The Palisades were known to the early settlers as the Great Chip Rock. These rocks are from three to six hundred feet high, and present the same bold front to the river that the celebrated Giant's Causeway does to the ocean. They extend about 15 miles, from Fort Lee to the hills of Rockland county, and form a separating line between the valley of the Hudson and that of the Hackensack, and such an effectual barrier do they present, that the Hackensack River flows side by side with the Hudson, but at a higher level, for thirty miles, and at a distance of within two or three hundred yards.

The rock is that known as the Basaltic trap rock, one of the oldest geological formations.

About two miles and a half above Spuyten Duyvil, the tourist will perceive a handsome stone castellated building. This was erected by Mr. Edwin Forrest, the eminent tragedian, as a residence, and is called Fonthill. It has now changed hands, and is a portion of the building belonging to the Convent and Academy of Mount St. Vincent, as the surrounding neighborhood is called, having a station on the Hudson River Railway. Two miles higher up, we come to the flourishing village of Yonkers. Near the river stands an old building, a portion of which was erected in 1682 as a manor house, in which may be seen a curious fire place, formed of tiles illustrating Scripture subjects, 100 in all, and still retaining their fresh appearance. The whole interior of the building serves to mark the quaint, yet tasteful style of house decoration in early times. This building (with additions) is now used as a town hall. Near the village, the little Sawmill River runs into the Hudson. The whole valley through which the Sawmill River runs is very beautiful, and the angler will find the stream well stocked with fish.

Four miles more steaming through a strikingly picturesque country, brings us to Hastings and Dobb's Ferry, at both of which places the Railroad, which runs along the river has stations. The division between the States of New Jersey and New York strikes the river on the left bank, just opposite Dobb's Ferry, and henceforth our journey is entirely through the State of New York. At this point the Palisades may be said to end.

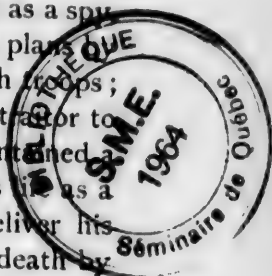
We now approach a part of the river full of interesting associations to both the American and British nations, for it was about Tarrytown and Tappan, on the opposite

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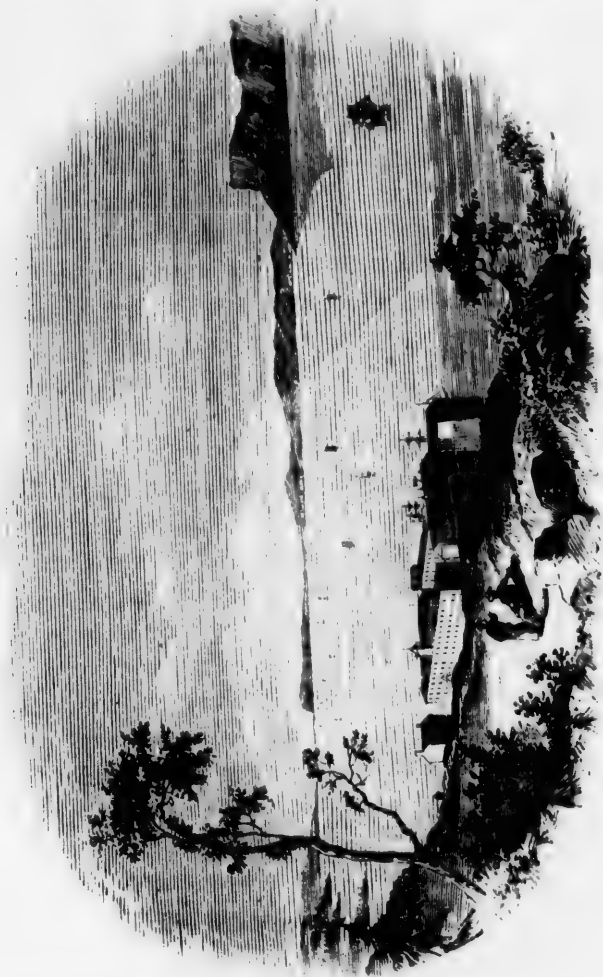
side of the river, during the American revolution, that Major Andre, of the British Army, was hanged as a spy after having been made fully acquainted with plans by which West Point could be seized by the British troops; Arnold, of Washington's Army, having turned traitor to his cause. Major Andre, who to the last maintained a character for personal bravery, terminated his life as a spy, whilst Arnold, after doing his best to deliver his country into the hands of its enemies, escaped death by placing himself under the protection of the British flag. Major Andre's body, after lying interred near the scene of his sad fate for forty years, was at last given over to his countrymen, and now finds a resting place among the great and the good men of Great Britain in Westminster Abbey.

The neighboring districts of Tarrytown and Irvington are rich in associations of that greatest of American authors, Washington Irving. About half a mile above Irvington, on the right hand side of the river, may be seen, peeping through the bower of trees that nearly hides it from view, the charming stone cottage called "Sunnyside," the home of Washington Irving, and the place where most of his novels were written. The cottage was from time to time enlarged and improved, whenever Irving had the means to do it, and it has now become naturally one of the chief objects of interest in the neighborhood. Many other beautiful estates are to be seen around, and if time is a matter of no moment, we can well advise the traveller to stop here, and spend some hours.

Half way between Irvington and Tarrytown, and quite close to the river, we pass by a conspicuous house of white marble, built by the late Mr. Philip Paulding,



from the design of Mr. Davis, an architect of some merit. Another mile and a half brings us to Tarrytown, seeming



HUDSON RIVER — VIEW FROM SING-SING.

to invite the tourist, with its white villas snugly perched on the hill-side, to *tarry* for a moment in the town. We

leave philologists to decide on the derivation of the name which by some is referred to the Dutch, who once were in force here.

At Sing Sing, the next station on the line, the tourist may possibly exhibit less anxiety to tarry, for, as is well known, it is the seat of the Mount Pleasant Prison, belonging to the State of New York. The village itself contains about five thousand inhabitants, and is nearly two hundred feet above the river. The prison is built near the river; that for males being on the lower stage, whilst the building for females is higher up the slope. It has been completed since 1830, and can accommodate over 1,000 persons, the buildings having from time to time, been increased as more room was needed.

Immediately opposite Sing Sing, the Rockland Lake Ice Company have their depot, and employ a large number of men each winter, to cut and store ice for the coming summer's consumption in New York. It is curious to note that whereas New York is almost entirely supplied with ice from this neighborhood, it is also supplied with water from the Croton Lake, which is hard by. Fifty to sixty million gallons of water are contributed by it daily, to supply New York with this necessity of life. The water is conveyed from this lake, which is chiefly formed by a long dam being built across it, through an aqueduct thirty-three miles long, right on to New York. The entire cost of this aqueduct was twelve million dollars. It is built of stone, brick and cement, arched above and below, seven feet eight inches wide at the top, and six feet three inches at the bottom, the side walls being eight feet five inches high. A few more miles travelling takes us past the small village of Haverstraw, which gives its name to the lovely bay, and then past a limestone quarry, ex-

tending along the bank for more than half a mile, and two hundred feet in height, and which must prove from the number of men we can see employed in it, a very profitable speculation. Two miles further on, on the western side of the river, is Grassy Point, a small village where bricks are made ; and again, one mile higher up, is Stony Point, where there is a redoubt of considerable extent—another one on the opposite side, at Verplank's Point, guarding the entrance of what is called the Lower Highlands."

Three miles above Stony Point is Gibraltar or Caldwell's Landing. Dunderberg Mountain raises its towering head almost immediately in rear of this spot. Directly opposite is Peekskill, a thriving village of some five or six thousand inhabitants. The river here makes a sudden bend to the west. This is called the Race, and the scenery from here for the next fifteen miles is unequalled in beauty. On the right we pass by a rocky promontory called Anthony's Nose, whilst on the left or western side, we have the Dunderberg Mountain already alluded to. Anthony's Nose is thirteen hundred feet above the surface of the river. The Hudson River Railway has had to tunnel under the bottom of this mountain for a distance of two hundred feet. On the opposite side of the river, a large creek can be seen, where vessels of almost any size could anchor. The entrance to this creek is guarded on one side by Fort Clinton, and on the other by Fort Montgomery, the two so close to one another that rifle shots could be easily exchanged, Fort Montgomery being on the northern side and Fort Clinton on the lower. Almost immediately under the shadow, as it were, of the former fort, lies the picturesque little island of Iona, belonging to Dr. C. W. Grant, and covered

in the summer time with vines and pear trees, in the successful culture of which the worthy Doctor is supposed to be unequalled.

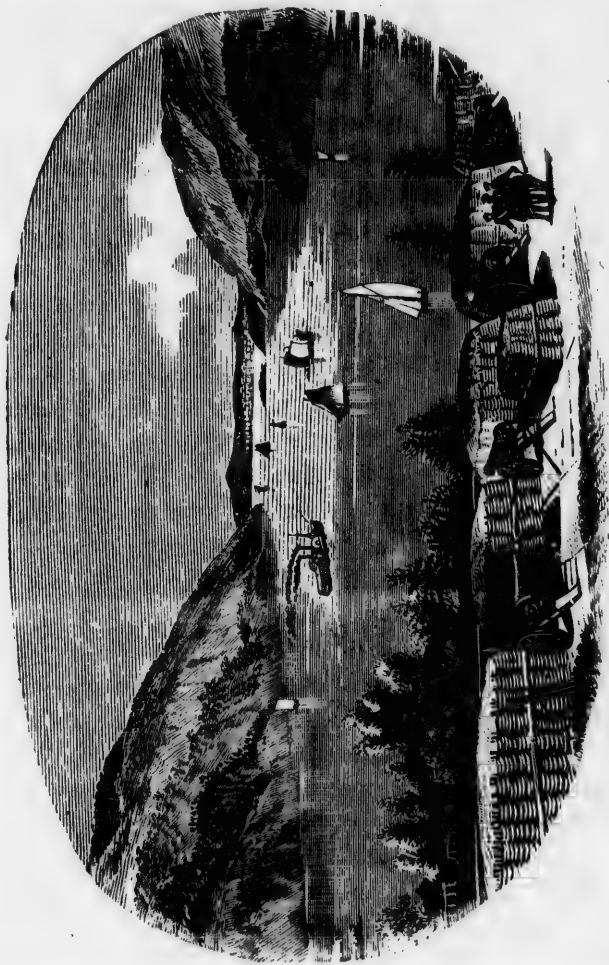
A little way above Iona, and but half a mile below West Point, we come upon the Buttermilk Falls, caused by the flowing down of a small stream into the river below, and falling over the hill-side a hundred feet in as many yards. This fall, when increased by any late rains or swollen by freshets, well deserves the homely name by which it is known, the snow-white foam truly giving it the appearance of buttermilk.

Half a mile further up brings us to "Cozzen's Hotel Dock" at West Point. Here the vessel on which we are travelling stops for a while to land passengers who are anxious to remain a day or so at Cozzen's comfortable hotel. This, during the summer season, is a very favorite resort, and much crowded; travellers would do well to make use of the telegraph a day beforehand to bespeak accommodation, or they may find themselves disappointed on their arrival.

This familiar resort of summer pleasure-seekers is perched high on a cliff, the most prominent for many miles along the river. Nothing could be more picturesque than its situation, high up in the air, looking down upon the noble river. It is several hundred feet above the water, but so perpendicular are the rocks that it looks twice the real distance. The view of the old building upon the wharf, with the beetling cliff rising abrupt from the river, and crowned by the elegant structure above, needs but little imagination to recall the scenery on many parts of the Rhine.

One mile more brings us to West Point itself, the most lovely of all the lovely spots on the river. It is well

known that the great Military Academy is situated here. Space will not enable us to enter fully into a description



HUDSON RIVER—WEST POINT, LOOKING NORTH.

of the course of instruction pursued ; suffice it to say that the fact of a young man having passed through the course

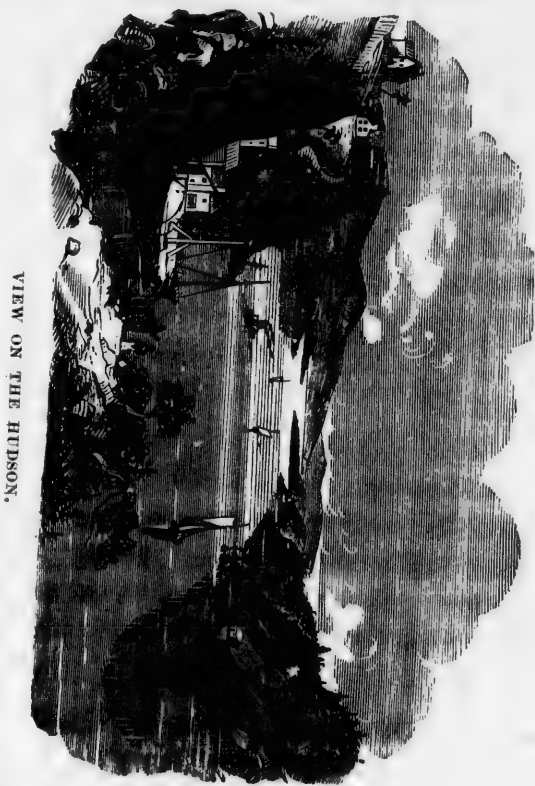
is a clear proof of his being an officer, and a gentleman in its broadest sense. The traveller may well pass a few hours in this locality, and if he should happen to be acquainted with any of the professors, or cadets in the Military College, he will be enabled to go over the buildings, different galleries, &c., and judge for himself as to whether the instruction and discipline kept up is not likely to produce some of the finest military men—soldiers that any European nation might be proud of. West Point is the centre of a host of reminiscences of the War of the Revolution. Upon its defences was concentrated the attention and efforts of the Congress, and it became one of the most important military posts in the country. Here from Gee's Point, was stretched across the River Hudson a huge chain to stop the passage of vessels above this point. It was laid across a boom of heavy logs, that floated near together. These were 16 feet long, and pointed at each end, so as to offer little resistance to the tidal current. The chain was fastened to these logs by staples, and at each shore by huge blocks of wood and stone. Several of the great links of this chain are preserved at the Point.

Reluctantly we must draw ourselves away from West Point, and allow our steamer to plough her way once more along the flowing current, and between the shady and overhanging cliffs which give so much character to the scene at this spot. A very few revolutions of the wheel will bring us between the Boterberg Mountain on the western side, and the rock called Breakneck, on the eastern bank, forming an imposing entrance to Newburg Bay, from which a series of mountains, hills and cliffs rise in succession, until they seem almost to shut out all remaining nature, and to give the idea that one is at the bottom of a large basin from which there is no

possible exit. Crownest is the principal of these mountains, rising almost directly from the river bank to a height of nearly one thousand five hundred feet. As the side of this mountain is entirely covered with foliage, the view of it in the summer time is most beautiful, and only to be exceeded by the sight of it in the commencement of October, when the fall tints are in their richest and most luxuriant profusion. Soon after passing between the two rocks, we come to a small town called Cornwall, on the western shore. This is a place of very general resort in summer, and is much noted for its many pleasant drives and walks. Its nearness to the river, and to West Point, makes it a very favorite place for travellers to spend some few days, whilst many stay here a very much longer time during the warm weather.

Between Cornwall and Newburg lies the once prosperous, but now sadly decayed settlement of New Windsor. It is now almost entirely a collection of small houses in great want of repair. On the shore, but higher above it on the plateau, one can discover several large farms with comfortable houses, giving the idea that if there is decay below, there is prosperity above. Leaving the tumble-down village either to be repaired, or to fall into still greater decay, we will approach the more flourishing town of Newburg, where the steamer stops for a few minutes to discharge some of its passengers, and to take up others, and we will employ these few minutes in viewing the substantial streets and houses of the town, which, by the by, we should have designated a city, seeing that it boasts of a mayor and corporation of its own. The first settlement at Newburg was made as early as 1709 by some emigrants from the Palatinate; since then, English, Irish, Welsh, Scotch, and Germans

nave followed their example ; but of all these varied nationalities the Scotch have, perhaps, done the most towards making the place what it is. Among the large buildings is an extensive flannel factory, in which a very large number of hands are daily employed.



VIEW ON THE HUDSON.

Exactly opposite Newburg, is the more modest-looking village of Fishkill Landing, from which place, any traveller anxious to ascend the South Beacon hill, can do so with the assistance of any of the boy guides to be picked up in the streets of the village ; and let us tell

the traveller that he had better avail himself of our advice, and take a guide, or before he reaches the top he may have repented of not having done so, as it is quite easy to lose oneself in the numerous gorges and ravines that are about the summit of the Beacon. As this is one of the highest mountains about here, the view from the top is most extensive, and interesting. Far up to the north the Catskill Mountains can be discerned, while to the east the Shawangunk hills are to be seen. Southwards, again, Boterberg and Breakneck, already seen, guard the pass through which the river running at our feet finds its way down to the sea. But it is time that we should descend from our lofty position, and go on our way up the river.

A broad, rocky platform, jutting out into the river, cannot fail to attract the traveller's attention. This is called the "Devil's Danskammer," or Dancing Chamber, and, down to a comparatively late date, was used by the Indians as the scene of some of their religious ceremonies.

For about the next five miles, we steam on through a pretty country, though without finding anything striking enough to draw attention, until we pass the little village of New Hamburg, lying at the mouth of Wappinger Creek, which is navigable for some distance up. The railroad crosses the Wappinger by a causeway and draw-bridge, and then pierces a promontory jutting out into the river, by a tunnel about eight hundred feet long. New Hamburg is a pretty little village, but nothing more. About a mile higher up, and on the opposite side of the river, is another village called Hampton; then comes Marlborough, two miles higher up still, with Barnegat nearly opposite, on the right hand side, and again Milton Landing two miles more on the left hand side.

As these villages lie mostly on the high banks of the river, there is not much to be seen of them from the boats, but they act as outlets or ports to the country districts lying behind them; and, judging from the numerous comfortable-looking country-houses in their immediate neighborhood must be tolerably thriving.

As already stated, these villages are hardly important enough to require mention, but we now approach a town of some twenty thousand inhabitants, rejoicing in the peculiar name of Poughkeepsie. As we near this point we pass Locust Grove, the summer home of the late Professor Morse of "telegraph fame." Poughkeepsie is nearly half-way between New York and Albany, being seventy-five miles from the former and about seventy from the capital of the State through which we are passing. This "rural city," as an American writer has termed it, lies pleasantly upon its group of hills, and overlooks a bright river view. By day the smoke of its busy mills and factories, somewhat mars the scene, but as night draws on, these light up the river like beacons, and the sound of the ponderous machinery and roaring furnaces greets our ears and tells of the energy of the citizens. It was originally settled by the Dutch, towards the close of the seventeenth century, and is situated, like most of their river cities, at the mouth of a tributary stream or creek. The village, as it was then, has much extended, and now occupies the large open plain, about two hundred feet above the river. The streets are broad, handsome, and well planted with trees, affording in summer grateful shelter from the piercing rays of the sun. Poughkeepsie is best known for the very excellent schools and colleges which it contains.

The Vassar Female College, which is one of the finest

in the country, occupies a commanding position a short distance back of the city.

Six miles above Poughkeepsie, after a sudden bend in the river, we come upon some rocky and precipitous banks. This used to be called by the original settlers "Krom Elleboge," but has since been Anglicised into "Crum Elbow." Quite close to this, only higher up the river, stands the village of Hyde Park, called after a former Governor of the State of New York, Sir Edward Hyde, who, we regret to say, did not leave a very satisfactory reputation behind him; his tyrannical and unprincipled conduct being well known to all who have studied the history of New York when under British rule.

Rhinebeck Landing lies about two miles away from the village of the same name, which was first settled by one William Beekman, a German, who came from the neighborhood of the Rhine, and called the place partly in honor of his birthplace and partly after himself. Immediately opposite Rhinebeck Landing, across the river, is Kingston's Landing, a quiet little village, pleasant enough, but without any great activity apparent, though Kingston cement, which comes from here, is in much request. Between this and Hudson, fifteen miles off, we come upon a number of large substantially built, and handsome country-houses, with lawns of smooth turf stretching down towards the river, and an air of luxury, and wealth pervading the whole estates.

Six miles above Rhinebeck is Barrytown, and four miles above Barrytown is Tivoli, each of them possessing a station on the railroad, though, like many of the other villages we have had a glance at, small and

unpretentious, having, however, possibly a vast idea of their own importance, as a great deal of the farm and garden produce of these villages is sent up to supply the wants of Fifth Avenue, and other districts of the great city. Opposite Tivoli, on the Western bank of the river, stands a flourishing little village called Saugerties, at the mouth of the Esopus Creek. This little place boasts manufactories of iron, paper and white lead, and a fine flagstone quarry. Two miles from Saugerties, we pass Malden, which lies backed by the Catskill Mountains, and about ten miles on we come to the large village of Catskill.

Passengers from New York by railroad, who wish to ascend the mountains must alight at Catskill Station, and cross by ferry to the village, and we sincerely recommend our travellers to avail themselves of this trip. They will find plenty of omnibusses and stages to take them to the Mountain House, and the Clove, about twelve miles off. We shall not attempt to describe the scenery, which, at this point, must be seen to be appreciated. The Mountain House is built on a flat rock on the very edge of a precipice nearly 4,000 feet above the river! The view from the piazza is truly wonderful. It is of a most extensive character, embracing a region of about ten thousand square miles in extent, portions even of Vermont, Massachusetts, and Connecticut being, on a fine day, plainly visible, whilst at least sixty miles of the Hudson River can be seen shining like a broad silver belt at our feet. Besides the Mountain House, the Falls must be visited.

"The most famous beauty of the region is the fall of the Kauterkill. On the high table-land of the South and North Mountains lie two lakes, buried in a dense

forest. A little brook, making its way from these lakes, westward along the shoulder of the Mountain, soon reaches the edge of a very deep declivity, over which it leaps into a deep pool in the centre of a great amphitheatre of rock.

"Gathering its strength again, the torrent makes a second leap over huge boulders, which have fallen from the ledges above, and lie scattered down the glen, dashing itself into foam in its headlong fury. Tumbling from one ledge to another, it reaches at length the bottom of the glen, when, meeting the stream that flows from Haine's Fall, the mingled waters hurry down the stony pathway through the Cove, and out into the valley, until, swollen to a wide stream, they glide placidly into the Hudson at the village of Catskill. There is nothing more beautiful in American scenery than this water-fall as it leaps from the lofty height, and dashes into spray in the hollow basin below. The strata of which the mountain is formed lie piled upon one another horizontally, and through them the water has cut its way, smoothly like a knife. Some distance above the margin of the pool in which the fallen waters boil as in a cauldron, there is a stratum of soft stone which has broken up and crumbled in the dampness. Wearing away several yards deep into the cliff, it has left a pathway all around the Fall, from which you have a fine view, and often, when the stream above is swollen, through a veil of glittering drops dripping from the rocks above. Exquisite as is the effect of the whole Fall, when seen from the rocks at the foot of its second leap, this last point of view is even more striking. Standing on the narrow pathway, you look through the great white veil of falling waters, leaping out over your head and sending

up clouds of spray that float off down the gorge. Sometimes, when the sun is shining brightly, a dancing rainbow will keep pace with you as you creep around the semi-circle beneath the rock. Here, too, you get an enchanting glimpse of the edges of the Clove, down which the stream goes headlong and can mark the wild figures of the pines that cling to the verge of the cliffs, and seem, with their black spears, to pierce the sky.

"Upon the very edge of the precipice, close to the narrow channel through which the fall makes its plunge, there is a tree which has grown out from a crevice, and then upward until it juts out over the abyss. To this solitary tree, the lad who acts as your guide points with his finger, and tells you of the adventurous young woman, who crept out to the rock, and clasping the slender trunk of the tree with her hands, swung her body far out over the Fall, and then, with a cry of triumph, back again in safety.

"Beneath the second Fall the gorge is wild in the extreme. On both sides the mountains rise perpendicularly, clad with a dense forest, and, through the shade beneath, the torrent roars ceaselessly among the rocks."

Five miles from the Catskill Station, on the eastern side of the river, we come to the large and handsomely-built city of Hudson, the chief town in Columbia county, one hundred and fifteen miles from New York, and thirty from Albany. The city is built on an eminence above the river, like many of the other villages we have passed in our course. The streets are wide and well laid out, and altogether the place has an air of thrift and prosperity. The principal street is called the Promenade, and laid out with trees and shrubs with excel-

lent taste. One side is built with handsome houses, and the other is open to the river, and runs along the bank for nearly a mile.

Any one anxious to pay a visit to the Shaker Village at Mount Lebanon, had better leave the boat here, and take the train which leaves for Chatham three times during the day, and there the traveller will connect with the Boston and Albany Railway, and after an hour's journey of twenty-three miles, will be landed at the Shaker Village itself. Space will not allow an extended notice of this remarkable village; suffice it to say that cleanliness, and all other cardinal virtues, reign paramount. Order, temperance, frugality and Shaker worship, are the things that strike one's senses on first arriving. Every one here is free. No soldiers, no police, no judges live here, and among members of a society, in which every man stakes his all, appeal to the Courts of Law is a thing unknown. Among a sect where celibacy is the first and principal code, it would seem as if such a society would of itself die a natural death; but yearly many fresh converts to the sect are made, and not only among the old and those tired of this world's pomps and vanities, but from the young and healthy of both sexes. Happiness, peace and plenty are evident in all the villages of this most peculiar of all religious societies. Mr. Hepworth Dixon has written so fully about them in his interesting work, entitled "New America," that we should recommend the curious, or those who have visited any of their villages, to obtain the book and "read them up."

We must go back to our steamer at Hudson, however, after this digression, and before leaving this interesting town may mention that the village opposite, which has

the high-sounding name of Athens given to it, (though for what reason, we know not,) can be reached by a small steam ferry. There is nothing, however, to reward the task of crossing, except, perhaps, in order to obtain a good view of Hudson ; but as this can be done quite as satisfactorily from the deck of our steamer, we presume our readers will not attempt the passage, but continue with us for the next thirty miles of our trip to Albany.

The lighthouse seen on the western side of the river on Four Mile Point, (that distance from Hudson) marks the head of navigation for ships. About a mile higher up, on the same side, is Coxsackie Village, the older portion of which is called Coxsackie street and lies on a large plain about a mile back from the river. New Baltimore and Coeyman's are two smaller settlements north of Coxsackie, with Schodack Landing immediately on the other side, whilst four miles higher up is Castleton. Here the well-known sand-bar, called the Overslaugh, is situated, a spot that has proved fatal to more steamboats and other vessels than any known place on the continent. The country just around here is flat, though apparently well cultivated. Soon after leaving this village we approach a place, evidently of some importance as the river has a busier look, and the banks are more thickly dotted with houses, and after a few minutes' delay, we see in the distance, the thickly built city of Albany, the Capital of the State, whilst the newly constructed railway bridge spans the river immediately opposite the city.

Some of our tourists may desire to visit the celebrated and fashionable Saratoga Springs, whose summer scenes of gaiety and pleasure, and the medicinal qualities of the waters of its numerous Mineral Springs, have gained for

it a reputation almost unequalled. We shall, therefore, continue the duties of *cicerone*, and pass with them to the depot of the Renselaer and Saratoga Railway. Taking our seats in one of their elegant drawing-room cars, we speedily find ourselves entering the important City of Troy, 6 miles distant, and situated at the head of tide water. Immense ironworks are located in the southern part of the city, and the high reputation of its wares attracts a very extensive trade with all parts of the world. At West Troy is situated the Watervleit (U. S.) Arsenal, which contains many relics from Saratoga, Yorkton, and other historic battle fields. Troy boasts many fine churches, public buildings, and private mansions, and those who may desire to stay over for a day in order to view the surrounding scenery and visit the many sights, should locate themselves at the Troy House (B. F. Stiles, proprietor) corner of First and River streets, where excellent accommodation, gentlemanly clerks, and kind attention may always be relied upon. Leaving Troy, a short and most agreeable ride of 36 miles lands our tourists at Saratoga.

SARATOGA.

THIS celebrated watering-place is a grand focus to which the fashionable world of the United States, and indeed of Europe, is annually drawn. As we pass from the train we find ourselves surrounded by crowds of pleasure-seekers who flock to meet the new arrivals. Here are intellectual men, stylish men, the beaux of society, and men of the world; ladies of social rank, the managing mother, the marriageable daughter, the fluttering bee of fashion, and the gentler bird of beauty, are found amidst the throng, for Saratoga

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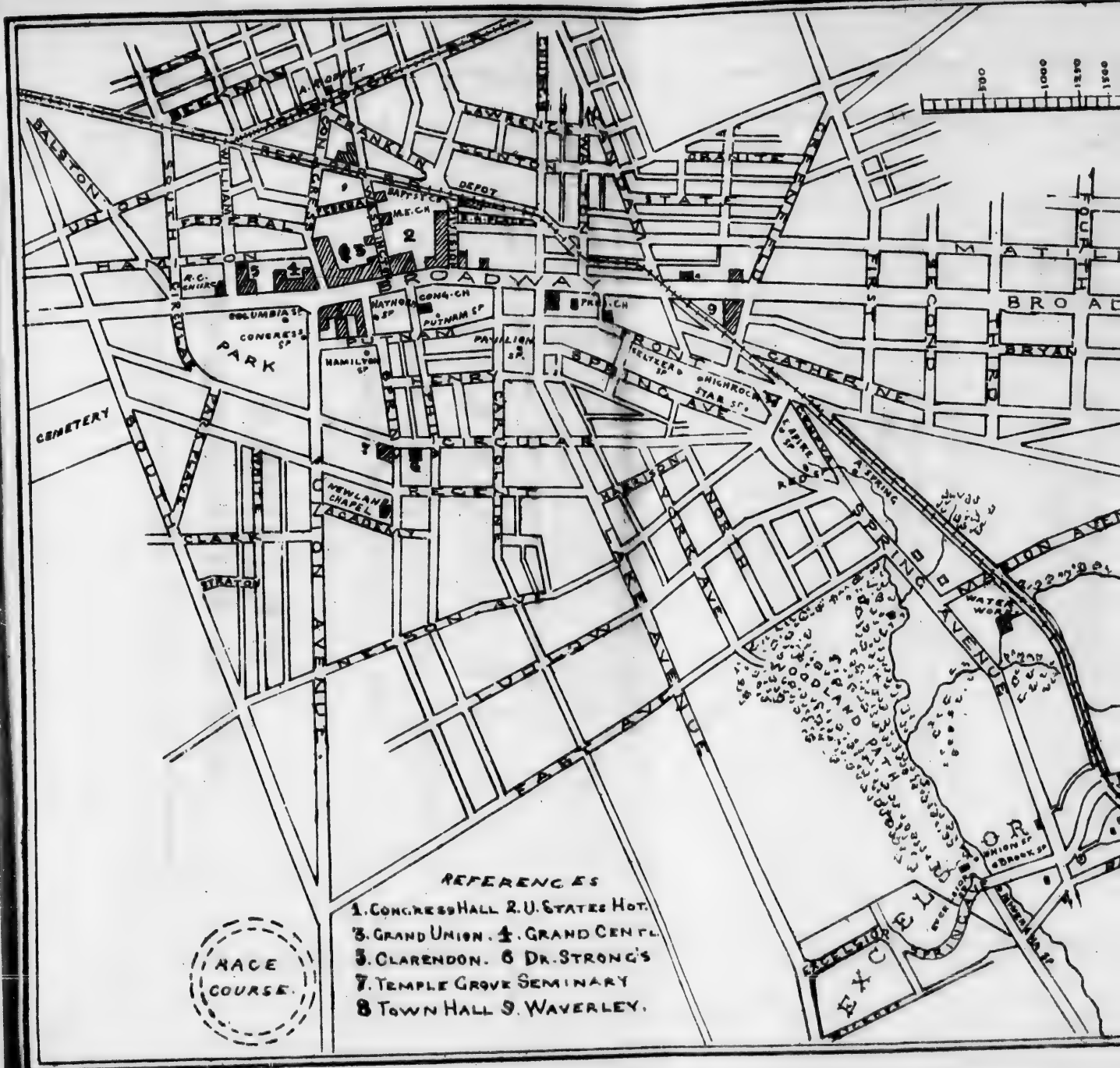
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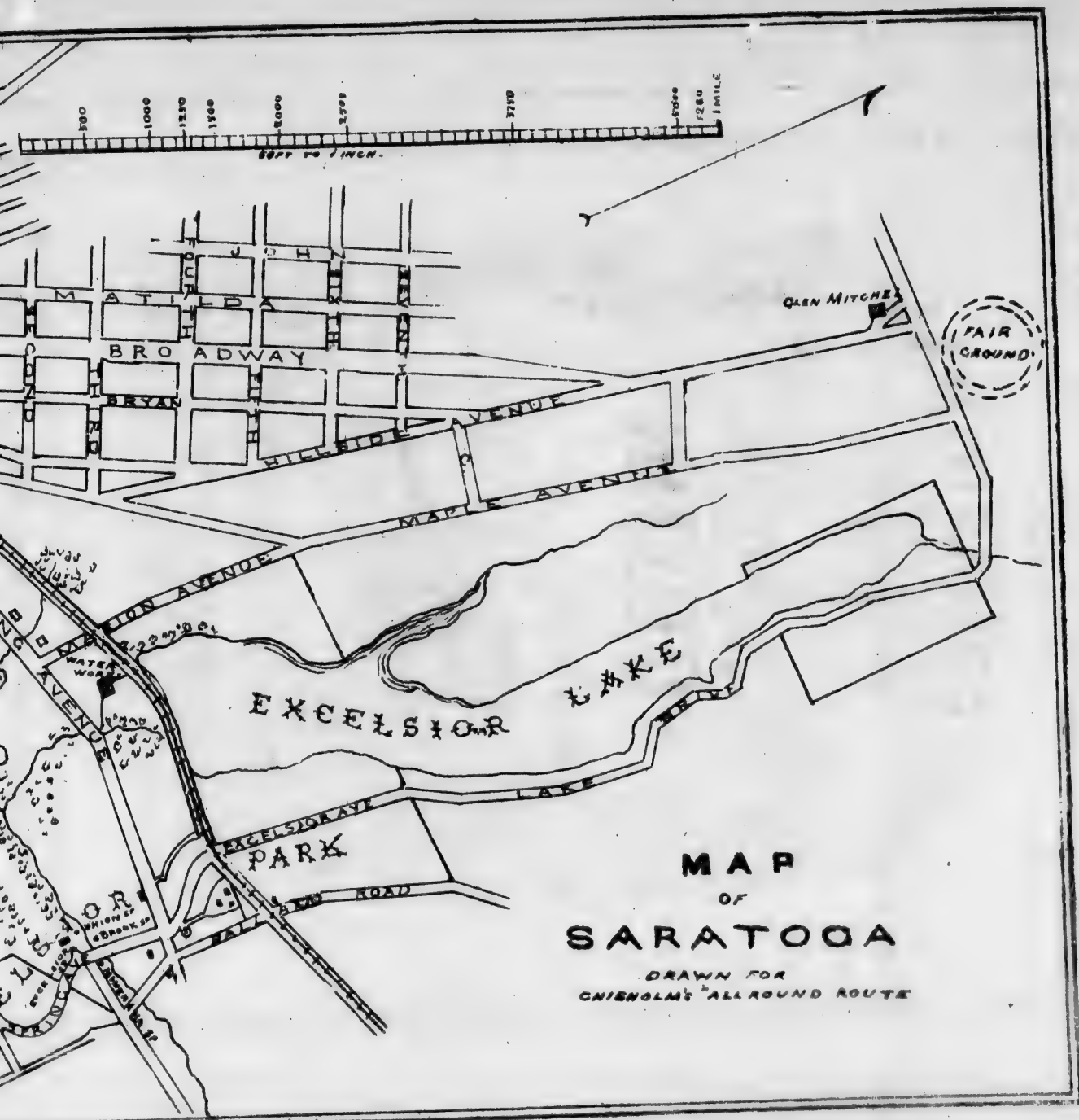
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1. CONGRESS HALL
2. U. STATES HOT.
3. GRAND UNION
4. GRAND CENT.
5. CLARENDON
6. DR. STRONG'S
7. TEMPLE GROVE SEMINARY
8. TOWN HALL
9. WAVERLEY.

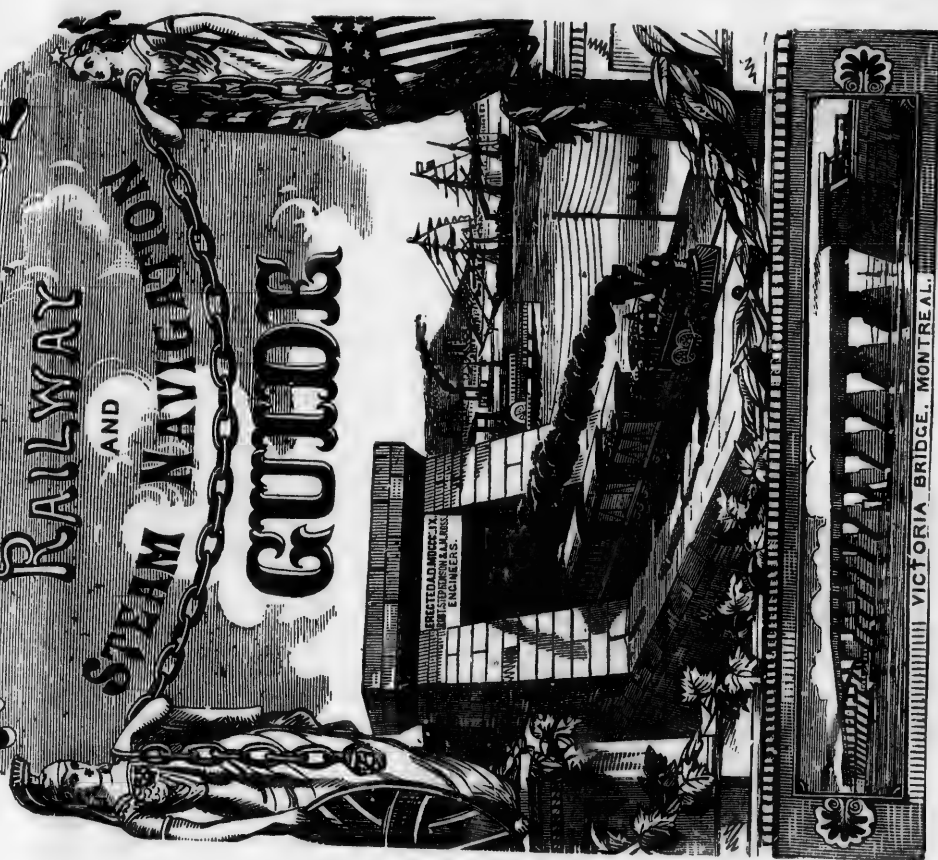
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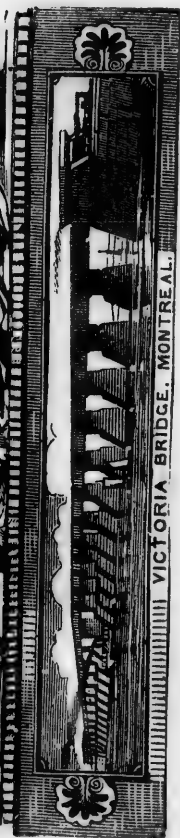
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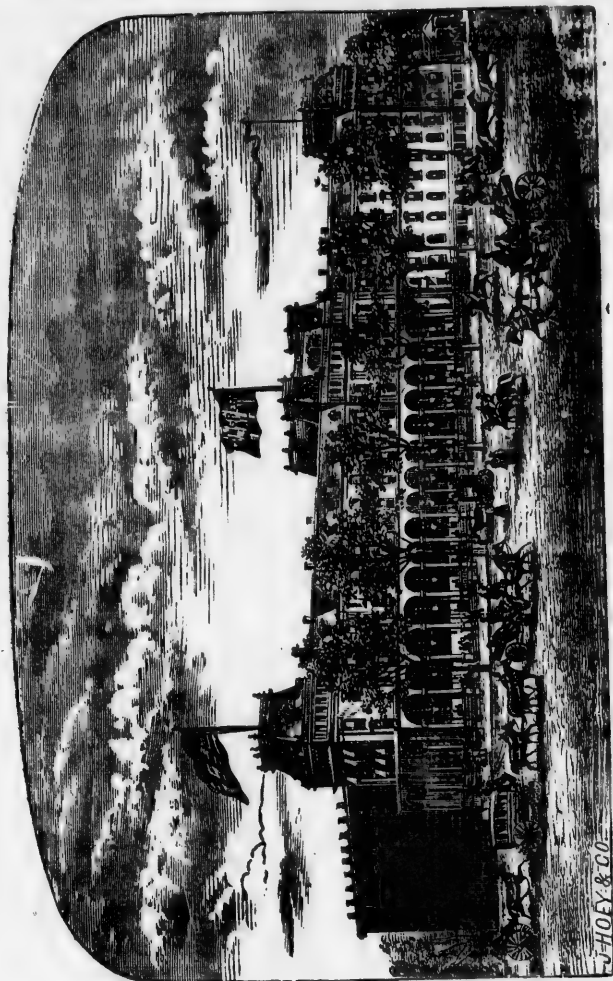
Agents, who always have their proper
C. R. CHISHOLM & CO.

is cosmopolitan. The ladies have here ample opportunity for the display of their peculiar charms and graces. The sporting gentleman finds opportunity for gratifying his peculiar tastes, the philosopher may study human nature in all its phases, and the invalid may oftentimes find that most precious of all gems, *perfect health*. In fact, to all classes, Saratoga offers some pleasure suited to their peculiar desires. But laying aside our moralizing we shall proceed to make our choice from the many fine hotels of which Saratoga boasts.

The most fastidious taste could not but be gratified in this respect, and among the elegant hotels situated in the place it would be difficult to discriminate. We shall, therefore, mention the principal hotels, some of which are not excelled in any city in the world.

CONGRESS HALL, situated on Broadway, extends from Spring to Congress street. It has a frontage of 416 feet on Broadway, and its two main north wings, extending 300 feet back, combine to make it a most perfect specimen of architecture; the foundations, which rest on solid rock, were laid October, 1867. It is entirely of brick, and has 7 fire-proof brick walls extending through the whole structure to the roof. It is 5 stories high, surmounted by a French roof with observatories at each end and in the centre; the wings are 7 stories high; the rooms are spacious; the halls 10 feet wide, and 400 feet long on each floor; and broad, commodious stairways, with an Otis elevator of the finest description render every portion readily accessible. A front piazza, 20 feet wide, and 240 feet in length, with numerous others within the grounds, and a promenade on the top of the hotel affording a charming view, contribute to render the house attractive. The dining halls, parlors, &c., are superb and

ample, and every thing about the house is on a scale of unequalled magnificence and grandeur, while the pro-



CONGRESS HALL.

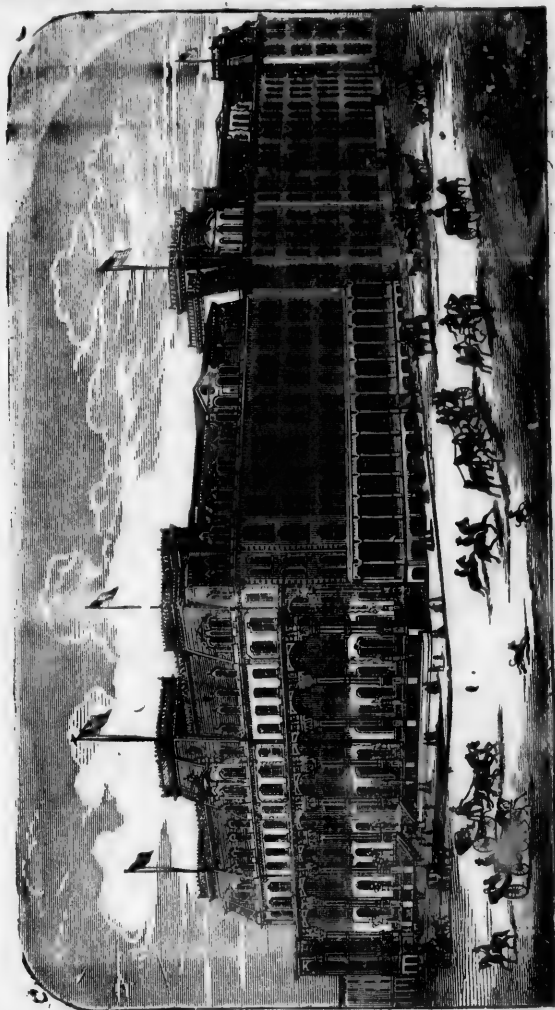
prietors, Messrs. Clements & Wilkinson, have endeavored to provide every thing that can afford comfort and

pleasure. Our cut of the hotel serves to convey a general idea of its outward appearance, but fails to depict all its elegant outline. The weekly balls given are of the most brilliant nature, and the music is furnished by unrivalled orchestras. The Hathorn Spring is on the grounds of this hotel.

The UNITED STATES HOTEL is a superb establishment, equal in size and grandeur to any summer resort in the world. Its construction occupied two years.

It contains 768 sleeping rooms, finished and furnished in the latest style, with gas, running water and other conveniences. In addition there are 65 suites of rooms, with bath-rooms attached. Its dining-room measures 212 by 50 feet, drawing-room 85 by 60 feet, ball-room 112 by 52 feet, ceilings from 11 to 26 feet in height. The halls are broad and spacious. Two passenger elevators, of the most approved pattern, touch each floor. The broad piazzas measure 2,700 feet in length, and the house encloses three sides of a charming lawn and lounging ground, containing three acres tastefully laid out and completely shaded. The piazzas afford unequalled facilities for promenading. The furniture was manufactured by the celebrated Boston House of Beal & Hooper, of Haymarket Square; the silver came from the Taunton Silver Works; the glass was made by the American Glass Company, of Cambridge; the carpets from A. T. Stewart & Co., of New York; the crockery from Tucker & Crawford, of Albany; and the elevators are made by Otis & Bro. & Company of Boston. The proprietors of this magnificent hotel are Messrs. Tomkins, Gage & Co., whose management of the new United States Hotel is giving such universal satisfaction to guests from all parts of the globe, who annually visit

this world-renowned summer resort, and invariably make this model hotel their headquarters.



THE UNITED STATES HOTEL, SARATOGA.

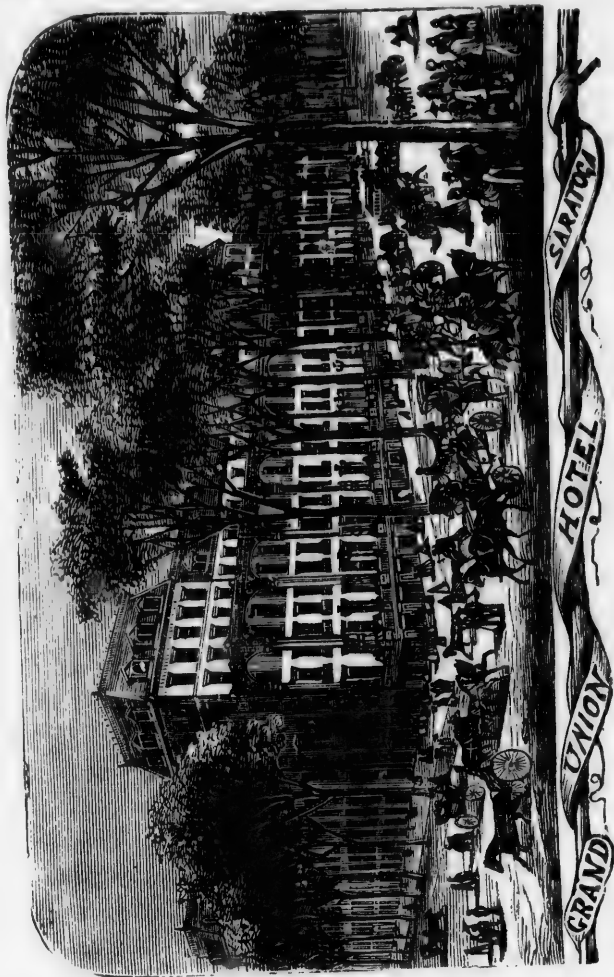
This house was the first to introduce the popular morning concerts which proved so successful and attrac-

tive last season. When the house is in full operation, the necessities of all departments demand the employment of five hundred servants. Professor Stubb's magnificent full band, from New York, has been engaged, and there are nightly hops throughout the season.

Its prices are not in advance of those of its contemporaries, and nothing is spared that can conduce to the comfort, welfare, and pleasure of all its guests.

The GRAND UNION HOTEL, is one of the great houses of Saratoga. It is 650 feet in length, and the immense extent of frontage is skilfully relieved by the arrangement of windows and entrances, and by the massive towers which rise in the centre and at each extremity. It is one of the largest hotels in the country, and accommodates 1,200 guests comfortably. Within, is a court, which is beautifully shaded, and here a band plays morning and evening. A vertical railway renders the six stories easy of access to guests. The public rooms are of prodigious size, and the office is most perfect in arrangement. This monster hotel has piazzas, in length over a mile; halls, two miles; carpets, 10 acres; number of rooms, 800; and possesses every conceivable comfort for guests, interpreters being always on hand to receive orders, and impart information to foreign guests, in their native tongue. Since closing the Grand Union in 1873 upwards of one hundred thousand dollars have been expended in decorating and re-furnishing, and it stands without any rival for comfort, ventilation and grounds. Its tables are always loaded with everything the market affords, and nothing that time, money or care can procure, will be left undone to sustain the reputation which the Grand Union has already established of offering to its patrons all the comforts of

a literal palace. This house will be under the able management of Mr. Henry Clair, who is a veteran in the



notel business, and one who knows how to make guests comfortable when they visit Saratoga.

DR. STRONG'S REMEDIAL INSTITUTE.

This excellent institution is situated on Circular street, the most beautiful avenue in Saratoga, only a short distance from the great hotels, and one block from the Congress Park.

It is one of the best conducted institutions for the treatment of all kinds of Nervous, Lung, Female and Chronic Diseases. It is fitting that Saratoga, a place where so many congregate in the summer for recreation, rest and recuperation of health by the use of the mineral



DR. STRONG'S REMEDIAL INSTITUTE.

waters, should be supplied with an institution, under able management, where medical advice can be obtained, and the more positive and confirmed cases of disease treated under constant and able medical supervision.

Such is Dr. Strong's Remedial Institute. But it is always conducted in summer with special reference to the accommodation of summer boarders, and enjoys a most excellent reputation for its superior advantages as a summer resort. The table is excellent, and the rooms are large, well ventilated, and kept with especial reference to comfort and luxury as well as to health. In summer no one would suppose it to be a medical institute from its appearance, and yet there may be enjoyed the most luxurious baths and means of physical exercise, which every summer resort should supply, but which so few, even of the hotels and boarding-houses in Saratoga, afford within their doors.

Being removed from the bustle and confusion of the large Hotels, it affords a delightful retreat for persons of impaired health. The cathartic, tonic, diuretic and alterative springs—as efficient in winter as in summer—with the dry, uniform and tonic climate, brings invalids here at all seasons of the year. The advantages of a well-regulated Hygienic Institution, with such remedial appliances for the treatment of special cases in the hands of regularly-educated physicians, are to be found here.

It possesses abundant means of recreation and entertainment, organs, pianos, gymnasium, etc., to suit the taste and pleasure of its choice patrons.

The elegance and convenience of the Bath Department is unsurpassed in this country. The buildings are heated by steam, so that the temperature throughout the house is moderated to a healthy uniformity, and in winter is brought to the condition of a summer climate. Circulars giving a full description of the institution, its remedial agents and rare appliances, its remarkable success in the treatment of *Nervous, Lung, Female and*

Chronic Diseases, with distinguished references, terms, etc., will be furnished by the proprietors on application.

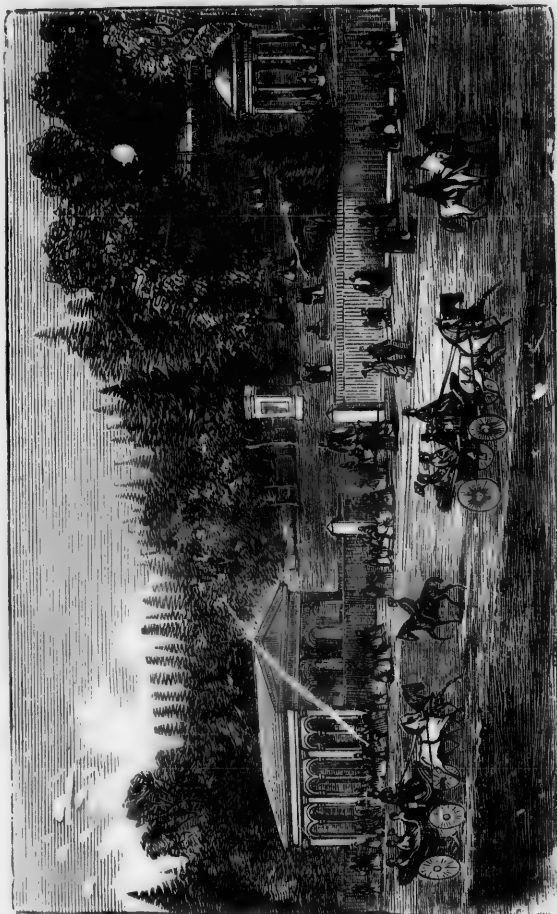
Besides these, there are many smaller hotels which are well kept.

Having made our choice, we sally forth to see the sights, and at once decide that Saratoga is a very pleasant and pretty village. We find its streets wide, and well shaded with trees, while on either hand rise lofty and elegant structures. But our steps are directed towards the "Springs," and as we visit, in turn, those wonderful outflows from the bosom of mother earth, we are informed that, for their improvement and utilization, hundreds of thousands of dollars have been expended, and that at the present moment, Saratoga contributes of its healing waters "to almost every portion of the habitable globe."

The waters which flow from these natural curiosities are known as "chalybeate and acidulous saline." This division arises from the relative proportions of their particles, the constituent ones being carbonate of soda, chloride of sodium, carbonate of magnesia, hydriodate of soda, silica and alumina, carbonic acid gas, with occasionally traces of iodine and potassa. According to the proportions of these found in each spring, so is the name given.

Congress Spring, the most important, was discovered in 1792, by three gentlemen, who were hunting in the neighboring woods. It takes its name out of compliment, first, to one of the discoverers who was a member of Congress, and secondly for the superior strength of its waters, which were first bottled as an article of merchandise in 1823. A few rods south-west on the same grounds is the Columbia Spring, which contains more iron than the Congress, and occupies a very conspicuous place

among the tonic waters. The first spring tubed in Saratoga, but almost the last prepared as an article of commerce, is the Washington Spring. It was tubed in 1806.



CONGRESS SPRING AND PARK, AND COLUMBIA SPRING.

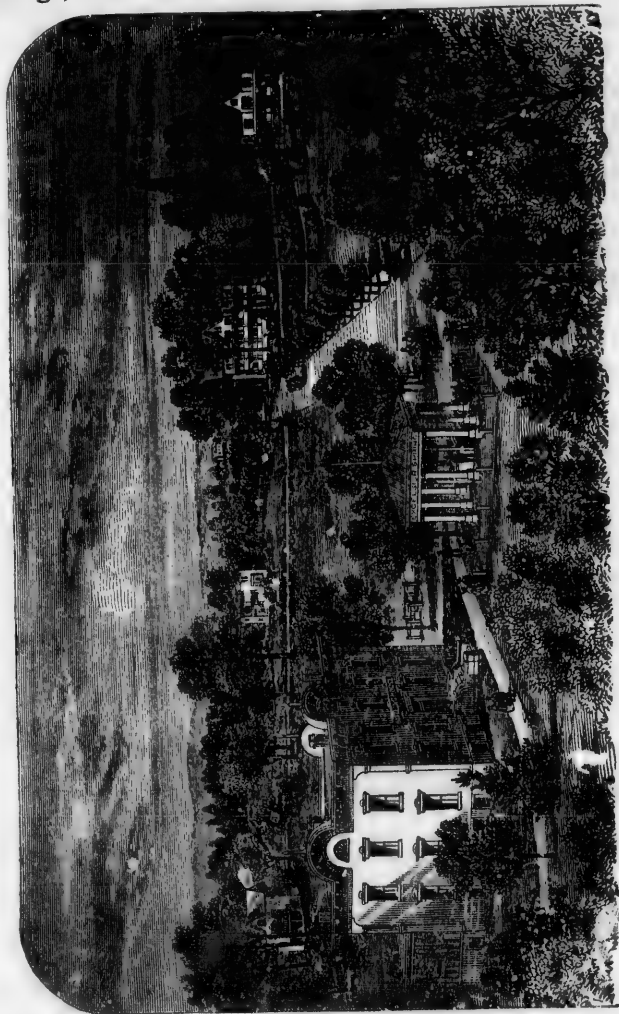
Near this there was formerly a fish pond containing large numbers of trout. The Crystal Spring was opened in 1870. The Hamilton Spring is about 30 rods north of

Congress, and a little further north is the Hathorn Spring, accidentally discovered while preparing the foundations of the Congress Hall Block. Putnam and Ellis Springs are chalybeate water, and the former has a large bathing establishment connected therewith. Pavillion Spring, before it was tubed and prepared, lay in a deep morass, and rose through a deposit of alluvial soil over 40 feet deep. The remaining springs are the Flat Rock, United States, the Star, formerly called the Iodine, and known for more than 50 years, the Seltzer, the Empire, which discharges about 75 gallons per hour, the Red Spring, so called from the color of its water when agitated, the Excelsior, Eureka and White Sulphur.

THE EXCELSIOR SPRING is about one mile east of the Passenger Depot at Saratoga Springs, situated in a beautiful valley, skirted on one side by a large and picturesque piece of woods, and is one of the most delightful spots to visit at Saratoga. It has been appreciated for its valuable qualities by some of the oldest visitors of Saratoga for at least half a century. Among the most interesting of the springs are the High Rock, and the Geyser. The former is truly a wonderful formation, the rock having been formed by the deposits from the waters which flow from the spring. Some years ago the owners of the spring removed the rock, and found below it, a chamber about two feet in diameter, and ten feet deep, in which lay the body of a tree 18 inches in diameter, and in a perfect state of preservation, while several feet underneath was the trunk of an oak tree which had suffered but little decay.

The High Rock Spring was visited by Sir Wm. Johnson in 1767. He was then residing in Johnson Hall, in Fulton county, about 30 miles from Saratoga. It is

said that he was the first white man who ever visited the springs, and the first civilized person who used their



VIEW OF EXCELSIOR SPRING, AND A PORTION OF EXCELSIOR PARK.

waters medicinally. He was carried thither on a litter, by Indians, and, after a stay of a few weeks, left his bed

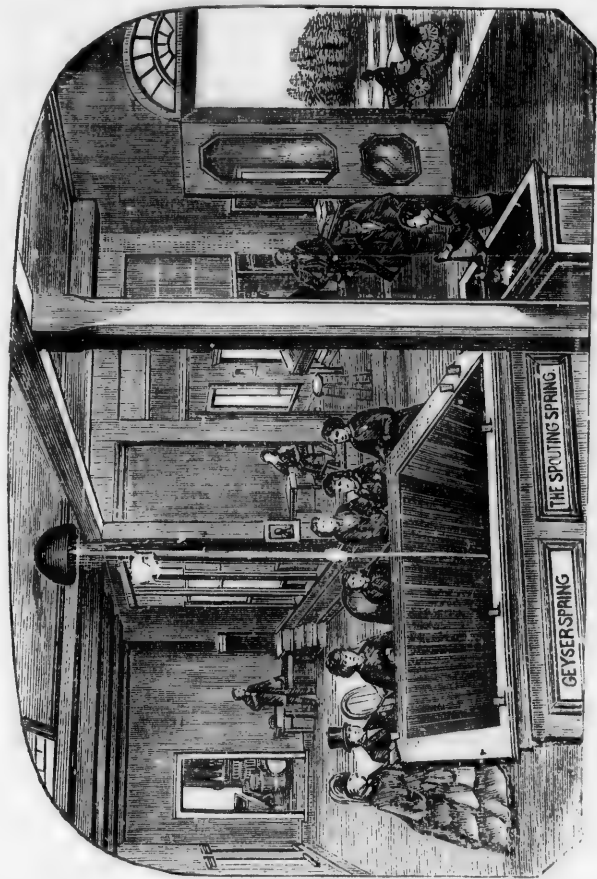
and returned home on foot. Our illustration represents this eventful visit.

Sir William Johnson conveyed by the Indians in 1767 to High Rock Spring.



The Geyser or Spouting Spring, is situated about a mile and a half from the village. It was discovered in 1870. Appearances of a spring in the vicinity led to the sinking of a shaft through solid rock 140 feet deep, when the waters burst forth and spouted a considerable distance from the surface. The water is exceedingly cold, being only 14 degrees above the freezing point.

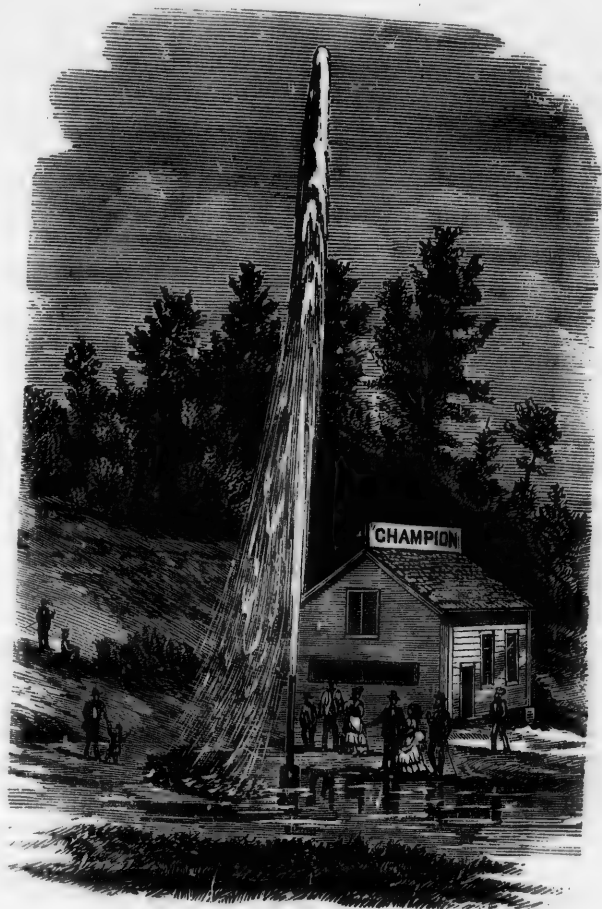
In 1872 the Glacier Spring was discovered near the Geyser, and, like it, is also a Spouting Spring.



THE CHAMPION SPOUTING SPRING.

Among the new features of attraction to the thousands of people who visit Saratoga, is the "Champion Spouting Spring," which is most justly considered the Wonder among the Springs of this far-famed Summer resort and

watering-place. It was discovered in August, 1871, and is situated on Ballston Avenue, about one mile from the principal hotels of the village.



THE CHAMPION SPOUTING SPRING.

After a careful observation of the surface of the ground, the indications were such as to invite a deeper

search, which it was hoped would reveal a hitherto unknown Fountain of Healing.

The work of boring was commenced and continued at a large expenditure of money, until the depth of 300 feet was reached, passing through slate rock, limestone and magnesian lime, beneath which was found an opening of six inches in depth, in which the *mineral water* runs, and which is believed to be the *main channel or fountain head* of all the mineral waters of Saratoga.

On reaching this cavity the water burst forth with great force, throwing a column six and one half inches in diameter to the height of twenty-five feet above the orifice. The Spring was then carefully and securely tubed and cemented, that it might be protected against any impurity from fresh or surface water.

The tube being two inches in diameter is carried ten feet above the surface, on the top of which is attached a tapering tube with a quarter inch opening, through which the water *continually spouts* to the height of 30 to 35 feet. By removing the small tube, a column of foaming and sparkling water is permitted to escape with much greater force, being thrown into the air to the height of 80 to 100 feet, and *every afternoon at five o'clock during the summer*, a large company gather to witness this fine display. The engraving indicates the general appearance of the Spring day and night throughout the year. The surroundings are being beautified, and will offer the attractions of the older Springs.

Prof. C. F. Chandler, of the Columbia College School of Mines, one of the best analytical chemists in the country, visited this Spring shortly after its discovery, and from analyses, made from the water taken by him at the

time, it exhibits a combination of medicinal qualities not found in so rich a proportion in any other Spring.

The Champion Spouting Spring water contains a *larger amount of carbonic acid gas than any other Spring*, and holds the heavy and valuable minerals embraced in its composition in perfect solution, thus rendering it impervious to the effects of age or climate.

Its remarkable cure of some of the prevailing diseases has given this Spring great favor with professional men and others, whose occupations are sedentary.

It has been found an invaluable remedy in the treatment of cutaneous diseases, scrofula of every type, liver complaint, dyspepsia, bilious complaints, acidity of the stomach, nausea, rheumatism and neuralgia. It is a most excellent preventative of fevers and bilious disorders, so common in the malarial districts of our country; and it is a well-known fact that distinguished physicians have strongly advised the use of natural mineral water in such districts, for drinking purposes as far as possible, in place of the local fresh water. Owing to the large amount of lithic, magnesia and bi-carbonate of lime it contains, it is highly commended; also, for Bright's disease of the kidneys and all diseases of the bladder.

We have now shown the tourist and explained to him the nature of the wonders which annually attract such immense throngs to Saratoga, increasing as "the season" reaches its height, until the village from a regular population of about 9,000 has within its boundaries over 30,000.

During the height of the season, the hotel arrivals frequently number 1,000 daily.

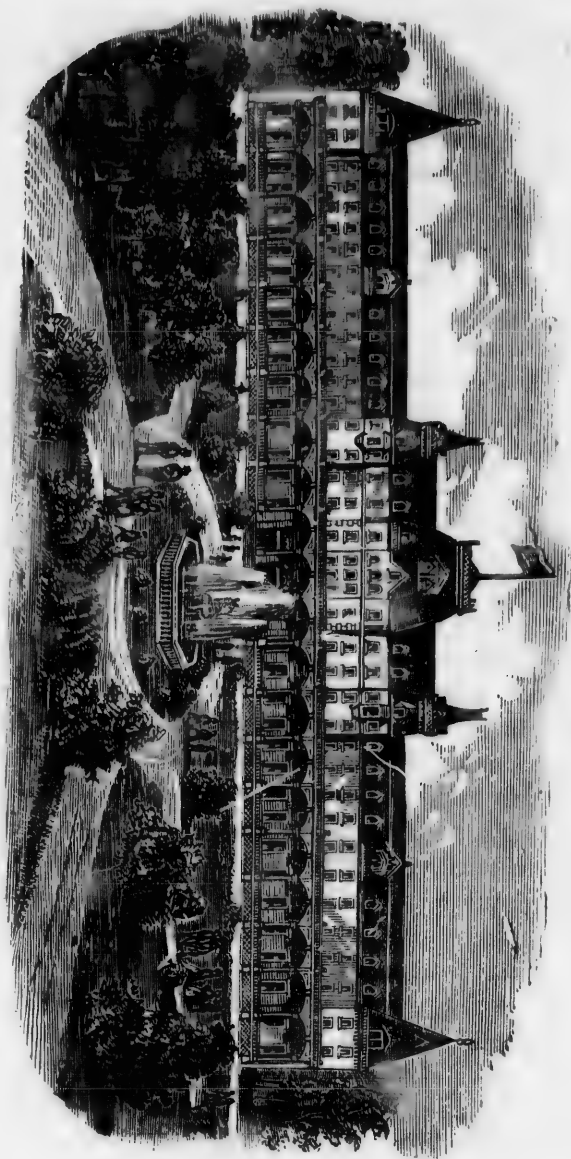
Life in Saratoga is two-fold—Home and Hotel. The former is enjoyed by the residents of the village; whose

refined and elegant homes are not to be excelled in any city of the United States. Hotel or fashionable life is ephemeral in its nature; and, like the beautiful butterfly, its duration is but for a short season. In those few brief months, wealth, beauty, fashion, and other ingredients not so desirable, intermingle, and amid the gay whirl and excitement of the ball-room at night, visit to the Spring in the morning, and promenades or drives in the afternoon, is found the daily programme of the pleasure-seekers. Among the out-door diversions, is a jaunt to Saratoga Lake, 6 miles distant, reached by a beautiful road 100 feet wide, and divided in the centre by a row of trees, carriages going up one side, and returning down the other. Visits to the Indian camp, to the battle grounds of Saratoga and Stillwater, are also pleasant features. Willing though we may be to linger amidst these pleasant scenes we are compelled to continue our journey. But before returning to Albany we would, for the benefit of those who purpose visiting Lake George and its surroundings, say that at a distance of 16 miles beyond Saratoga is Fort Edward Station, where a branch line runs up to the picturesque village of Glen Falls.

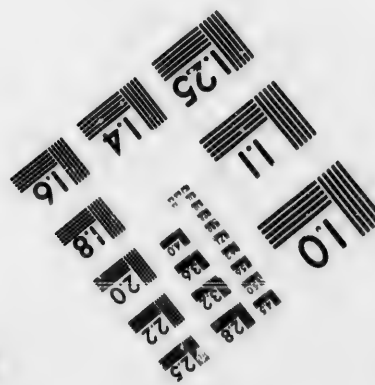
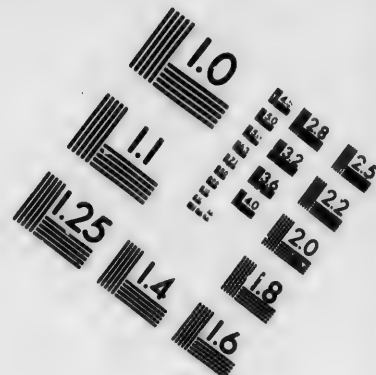
LAKE GEORGE.

THE route from Glen Falls to Lake George is by stage, over a fine plank road, and passes through most beautiful scenery. The lake, 36 miles long, has an elevation of 320 feet above the sea. It is one of the finest sheets of water in the world—beautiful and romantic, dotted over with verdant isles, and on its shores are built many elegant villas. This lake was the scene of many thrilling events during the early Indian wars, and those of 1775. On either end of the lake are situated

FORT WILLIAM HENRY HOTEL.







**23 WEST MAIN STREET
WEBSTER, N.Y. 14580
(716) 872-4503**


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Fort William Henry and Ticonderoga. Near the ruins of Fort William Henry stands the Fort William Henry Hotel, a spacious and beautiful house containing accommodation for over 900 guests ; the grounds are laid out with great elegance and a fine view of the southern end of the lake is obtained therefrom. A broad promenade, said to be the finest on the continent, runs the whole length of the house, and the interior is fitted up regardless of expense. The furniture and all the appurtenances are of the finest description, and every convenience or luxury is here supplied. The Hotel is owned by Messrs. T. Roessle & Son, whose names are familiar with the travelling public, not only in connection with this house, but also of the Delavan House, Albany, for 20 years, and the Arlington at Washington, D.C. All fruits and vegetables are supplied from Mr. T. Roessle's farm near Albany. Directly in front of the portico of the Hotel is an elegant Pagoda, where a fine band sends forth sweet strains to welcome the arrival of the boats, and also enlivens the dinner-hour. From the Battery on the Fortification is given the number of arrivals by each steamer. In connection with the Hotel are ten-pin alleys, shooting galleries, croquet, billiards, &c. The ruins of Fort George lie to the east of the Hotel. All that now remains of this "relic of heroic deeds" are the ruins of the rectangular citadel that stood within the fortifications. A walk leads from the Hotel, around the foot of Rattlesnake Hill and upward to its summit, from whence a fine view can be obtained. A fine livery is kept for the purpose of enjoying the many delightful drives in the vicinity, and specially constructed conveyances have been secured for the purpose of ascending to Prospect Mountain House. The view from this point is

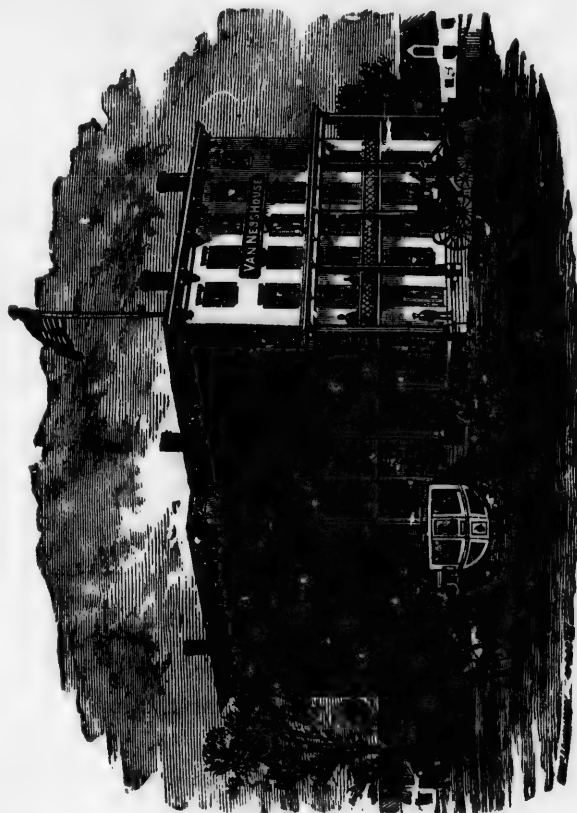
unsurpassed. Within view are five lakes, with Champlain, over 100 miles distant, the Green Mountains, the Adirondacks, the Catskills, the Hudson river, with the Crane Mountains to the south-west. A fine view of Lake George, with its numerous islands, bays, hotels and villas, is also obtained. General Sherman during his visit to Fort William Henry and Lake George, pronounced it the finest watering-place in the world.

BURLINGTON, (Vt.)

IES on the east shore of Burlington Bay, and occupies a gentle declivity descending toward the west, terminated by the lake, which up to this point quite narrow, here expands into a fine sheet of water, nearly if not quite ten miles wide from the Vermont to the New York shore. Standing on the east declivity, say a mile from the lake and some 280 feet above its level, and looking on either hand you behold the most perfect picture of noble and varied natural scenery to be found in America, and equalled in Europe, if it be equalled, only by the view of Lake Geneva, looking forth from Lausanne. Below you are the glittering waters of Champlain, broken here and there by lovely islands that lift their green heads above the waves at various points in this ten miles of lake, that stretches out between these "shining shores." Before you are the Adirondack Mountains of New York, "all gleaming in purple and gold;" behind you are the Green Mountains of Vermont, clad in garments of equal yet different glory. On your left is Shelburne Bay with its curving coasts. On your right hand, your pleased eye follows the bending shore as it sweeps in faultless lines to Rock Point.

The drives are delightful in all directions leading out

of Burlington. Mallett's Bay, a beautiful sheet of water, full of excellent fish, is only six miles distant and is reached by a road that gives you a general view of the Winooski River flowing through a stretch of charming country ; while the drive along the lake shore in Shel-



VAN NESS HOUSE—D. G. BARBER & CO., PROPRIETORS.

burne is equally attractive. Strangers should not fail to drive through the elegant grounds of Col. Le Grand B. Cannon, as from this commanding eminence can be gained the most perfect outlook in the city.

Among the other points of interest is Green Mount Cemetery, where lies buried Ethan Allen, "The Hero of Ti—," whose grave is marked with a handsome monument. Lake View Cemetery, "Rock Point," the beautiful residence of the late Bishop Hopkins of the Episcopal Church, and the "High Bridge" on the Winooski, are also well worthy a visit, as all these points are approached by pleasant drives.

The Van Ness House, being the only house in the city built expressly for a hotel, contains one hundred commodious and well ventilated sleeping-rooms, with private parlors and other modern conveniences, having Railroad and Telegraph offices in the house, also bath rooms. The house is the largest in Burlington, and ranks as one of the most convenient and thoroughly appointed Houses in New England.

A spacious promenade upon the roof is one of the great attractions of the House. The view from this elevation is remarkably extended, rich, and charming in all its varied features. The city, and its environs, its numerous manufactories, its immense lumber interests, the Green Mountains, the Lake, the Adirondacks, combine to form an inimitable picture. Attached to the Hotel is a large farm, from which the table is supplied twice each day with fresh milk, cream, vegetables, &c.

A fine Livery is connected with the House, and teams and drivers thoroughly acquainted with all points of interest to the tourist, in the vicinity, are furnished promptly.

QUEEN CITY PARK AND PIC-NIC GROUNDS.

This delightful spot is situated on the shores of the beautiful Shelburne Bay, about two miles from Burlington, on the Rutland division of the Central Vermont

Railroad. The entrance to the Park is alongside the main line of the Rutland road, where a platform 516 feet in length by 12 in width is built, for the accommodation of the train-loads of pleasure-seekers who crowd to this delightful place. Inside the entrance diverging paths take one by circuitous or direct routes to the centre of the grove, which is a *plateau* about seventy-five feet above, and directly overlooking Shelburne Bay and Harbor. In the centre of the *plateau*, an open space of about four acres, are numerous Croquet grounds, with croquet-sets *free* for use of excursionists. At the rear of the base-ball ground is a handsome pavilion, 50 x 30 ; and adjoining this a neat kitchen and store-room, 40 x 20. The kitchen is supplied with every thing requisite in the way of cooking utensils, for the free use of parties occupying the ground. Tables are provided for the pavilion, where lunches and dinners can be served. For the convenience of the kitchen, water is forced from the lake by an hydraulic ram. Ice-water in ample quantities is supplied to all. The pavilion also affords an excellent opportunity for "tripping the light fantastic." The view from the pavilion is one of unequalled beauty and grandeur. At the foot of the bluff on which the pavilion stands is the beautiful land-locked bay, with scarcely a ripple on its glistening surface ; while beyond, past Shelburne Point, can be seen the white-capped waves of the broad Lake Champlain. Across the bay is the shipyard and Shelburne harbor ; and back of these, and seemingly close at hand, stretching away on either side, the rugged peaks of the majestic Adirondacks tower toward the sky ; while on the opposite side of the plateau the Camel's Hump and Mount Mansfield, the pride of Vermont, rear their lofty heads, the whole forming a view

which cannot be excelled. Close by the pavilion is a handsome band-stand, eighteen feet in diameter, and provided with chairs.

Shadowing the pavilion, and extending out toward the point of the bluff, is a large grove, so thoroughly shaded by the thick tree-tops that scarcely a bit of sky can be seen above them. In this grove are a large number of rustic seats, "just large enough for two;" also tables surrounded by seats for a family-circle. Here are also a large number of rope and patent box swings. The undergrowth in this grove has been all cleared off, and the ground swept as clean as the tidy housewife's kitchen floor. In the open circle a fountain supplied by water, forced by a steam-engine from the shore of the bay, showers its cool, refreshing drops, which the sunlight transform into beautiful rainbow colors.

From the plateau a number of paths descend to the sandy beach, a most important feature of the grounds. This beach is over a mile in length, and thirty feet in width, and, being perfectly dry, affords a delightful promenade.

At one end of the beach is a fine bathing-house with ample accommodations. The bottom of the lake here is smooth, hard sand, entirely free from stone; and, the water being shallow,—not exceeding five feet in depth at five hundred feet from the shore—the place is well adapted to this pleasant and exhilarating exercise. Bathing-suits can be had at the bathing-house from a reliable person in charge.

The lake view is said by artists to present, to the eye gazing toward the lake, one of the finest views in Vermont.

Boating, being a most important and prominent

feature of picnics and excursions has been fully recognized ; and the steamboat companies of Burlington have made liberal arrangements for those desiring boats, the list including row and sail boats, yachts and small steam-tugs, which will be let at a nominal sum per hour. A fine dock, a hundred feet long by ten feet in width, is completed for the accommodation of the large boats and tugs.

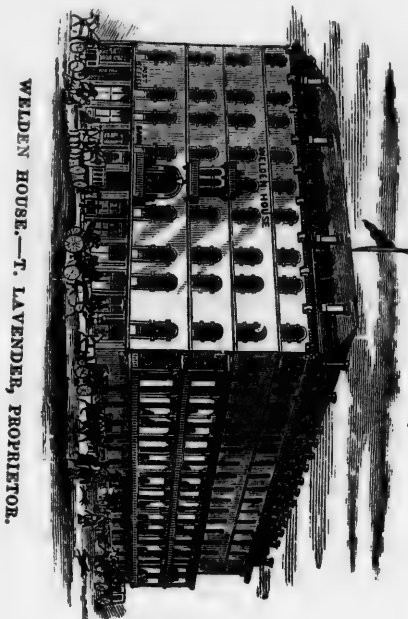
Arrangements have been made, under the supervision of D. C. Linsley, Esq., with different steamboat companies, for a ride down the "Point" on the "Herald," or "the Mariquita," from the dock to Central Wharf, Burlington, for fifteen cents each way, tickets for which can be obtained at an office on the picnic grounds. The steamer "Julia" can be chartered by parties at very reasonable rates to make such trips as they may desire.

A number of new croquet grounds have been laid out in the shade. A Telegraph Office has been built on the park, with wires direct to all points, and an operator in attendance. An Ice-house, filled during the past winter, ensures cool, refreshing water.

The managers of the Central Vermont Railroad run special trains during the summer both for Sabbath schools and the general public, each excursion being distinct ; those for the Sunday-schools being exclusively for Sunday-school scholars, teachers, and friends. These trains are run so as to accommodate all, and are managed with that care which forms a prominent characteristic of the road.

ST. ALBANS.

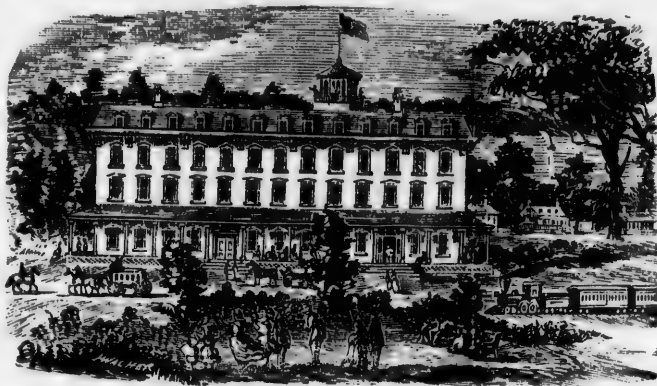
THE Welden House is situated in the pleasant village of St. Albans, on the Central Vermont Railroad. It is a very cheerful, agreeable and comfortable House, admirably arranged for families, with suites of room of two or more. The location offers



all the benefits of the Mountain air, combined with the cool and refreshing winds from Lake Champlain. The panoramic views from St. Albans are among the finest in the Green Mountains. Aldis Hill, one-half mile from the Welden House ; the summit of Bellevue, accessible

by an easy carriage road, is within two miles of the Hotel, commanding on the east a view of Mount Mansfield and Jay; on the west a magnificent view of the Adirondacks, mountains, hills and plains, adorned with lovely farms and villages; also a fine view of Lake Champlain, broken with islands. In addition to the above are the wonderful mineral waters of Missisquoi, Sheldon, Highgate and Alburgh Springs.

We would also here call the attention of tourists going through to Montreal, to the Franklin House and Cot-



THE FRANKLIN HOUSE AND COTTAGES.

tages, at Highgate Springs, in Franklin county, in the north-west corner of Vermont, 12 miles north of St. Albans,

WHERE FISHING, DUCK SHOOTING, BOATING AND
YACHTING ARE FOUND.

About ten minutes walk westerly from the Franklin House is a wharf, warehouse and steamboat dock, on what is called Missisquoi Bay, a part of Lake Champlain, and quite a lake of itself, being eight or ten miles across,


and some forty miles around. Plenty of row-boats are kept here for guests and visitors. In the waters of this Bay is the best pickerel, pike and black bass fishing to be found anywhere, and as fine duck shooting as can be desired.

The Franklin House and its five Cottages are situated amid beautiful shade trees, and by the edge of a spacious grove of several acres. The bluffs overlooking the Bay are also covered with groves and stately trees, altogether forming a ramble of some two miles in circuit, and affording picturesque walks, vistas and scenes, while in the adjacent hills and spurs of the Green Mountains, on the north and east, are found varied and delightful drives.

With all the appointments and surroundings of the place, the medium rates of charges, and the means and facilities for taking care of guests, we feel safe in urging tourists and families, seeking Summer Homes, to call and try the Franklin House and its varied comforts and fare.

We now return to Albany, whence we diverged, and proceed to take our tourists to Montreal by the round-about, but interesting route *via* Niagara.

ALBANY.


LBANY is the capital of the State of New York, and was first settled in 1612. It contains many buildings well worthy of notice, and the new State Capitol is a magnificent structure. The view from the Capitol is very fine, as the whole of the city, and a large tract of the surrounding country can be seen from this eminence. Those of our travellers who wish to take things easily will find themselves very comfortably put



CITY OF ALBANY, N. Y.

up at the "Delavan House," one of the best houses in the State. They can then take the train on the New York Central Railway, for Utica, *en route* to

TRENTON FALLS.

S these Falls lie only about seventeen miles off the line of railway, with a branch railroad right up to them, they ought not to be passed without a visit. We will, therefore, take our seats in the cars at Albany, by the morning train, change at Utica, and either hire a conveyance there to take us on, or get into the cars which connect with this train, and bring us to the Trenton Falls Station a little after noon. The river forming the Trenton Falls is called the West Canada Creek, but as this name is not euphonious, the Falls have been named after the town or parish in which they are situated. There is no one special cataract at Trenton which in itself is pre-eminently grand or beautiful. It is more the position, form and rapidity of the river which give the charm, and make it considered by many as one of the most picturesque and lovely spots on the continent. The stream descends 123 feet in two miles by a series of falls of great beauty. As the usual passage for tourists is along the bed of the river itself, it can be understood that to see these falls aright there must not be too much water. The end of July, or the commencement of August, is the time to see them in their beauty. In order to justify their name, there are two actual waterfalls here, which are within a few hours' journey from Niagara, or seen after that mightiest of all cataracts, would appear as trifles, but when taken on one's way to the Falls, and viewed in connection with the surrounding scenery, are well worthy of the visit we propose

to make. The banks of the river are thickly wooded on each side, with broken clefts here and there, through which the colors of the foliage show themselves, and straggling boughs and rough roots break through the high rocks, and add to the wildness and charm of the scene.

The tourist should not leave without visiting the "Lover's Walk," a beautiful avenue of hemlocks, near the hotel. Bridal parties who go to Niagara, generally make Trenton one of the stopping-places on their wedding tour. Could these fine old trees, which line the walk, speak forth and proclaim the scenes which have been witnessed beneath their shade the tale would recall to many a personal and pleasing experience. The shadowy walk is certainly well adapted to the tender mood in which lovers are so prone to indulge.

A comfortable hotel is situated in the village, where travellers can get all their wants supplied, and then take the cars back to Utica, where they can again join the New York Central line, and proceed *via* Rome, Syracuse, Rochester and Lockport, on their way to Niagara. As we presume that this journey will be made without any stoppages, we shall skip all these places, and merely say that they are the ordinary specimens of American towns, having broad streets, avenues of trees, large stores, and excellent houses with an air of prosperity about the whole of them.

To all those who desire to travel from New York to Elmira, Watkin's Glen, Seneca Lake, Buffalo or Niagara Falls, *via* the ever popular New York, Lake Erie and Western Railway, *whose entire equipment is not surpassed by any line of travel in the world.* We can in truth recommend this route as a very desirable one.

both for the elegant and sumptuous Drawing-room and Sleeping coaches, with which it is well provided, as well as the grand and picturesque scenery through which the New York, Lake Erie & Western Railway passes. The above railway is one of the greatest triumphs of engineering skill in this or any other country, and affords some of the grandest and most varied scenery to be found in America. Previous to its construction, portions of the line were considered impassable to any other than a *winged creature*, yet mountains were scaled or pierced, and river canons passed, by blasting a path from the face of stupendous precipices; gorges of fearful depth were spanned by bridges swung into the air, and broad, deep valleys crossed by massive viaducts. This *favorite line* was begun in 1836 and completed in 1851, and has cost to date upward of \$60,000,000. Splendid Palace, Drawing-room and Sleeping cars are attached to all the through trains east or west. Many of the attractive points of interest to be seen along the line of the New York, Lake Erie and Western Railway are each of sufficient beauty to repay the tourist for the journey over the whole line. The beautiful valley of the Delaware, the gorgeous Susquehanna, and the wonderful and charming Wyoming valley, all present a picture to the tourist of unrivalled interest. *Portage*, on the direct line to Buffalo and Niagara Falls, is celebrated for its Wooden Trestle Bridge, the largest structure of the kind in the world, being 800 feet long by 234 feet in height, sustained by 13 stone piers spanning the Genesee River. Its cost was over \$175,000. Some conception of its magnitude may be formed when it is known that in its construction 1,600,000 feet of timber, and 106,820 lbs. of iron were used, and the design and architecture are such..

that, while undergoing repairs, any portion of it may be removed, without weakening the structure or retarding or interfering with the progress of trains.

It is here also that the Genesee River enters a grand rocky defile, presenting, as far as the eye can reach, a succession of wild and varied scenery. The Upper Falls—just below the Bridge—have a descent of 68 feet, making the distance from the top of the Bridge to the bottom of the Falls 302 feet. At the Middle Falls one quarter of a mile beyond—the water dashes in an unbroken sheet into a chasm 110 feet in depth, bounded on either side by perpendicular ledges. The action of the water has formed a hollow in the rock known as the Devil's Oven. The Lower Falls are a mile and a half from the Bridge, and it is here the scenery is most sublime. At this point the river, after a precipitous course of nearly one-fourth of a mile, descends 20 feet, and striking the base of Sugar Loaf Rock, which rises 100 feet from the bed of the river, turns at a right angle and falls into a deep pool. The rapidity of the water at this point, and the great height of the rocky bluffs which skirt the river, lend enchantment to the scene.

To quote from an eminent author: "If the Portage or Genesee Falls were in Yosemite Valley, or among the Alps, instead of twelve hours from New York, they would be visited and painted and photographed, and written of a great deal more."

At Portage Bridge there is a fine hotel, capacious, and furnished throughout in modern style.

At Elmira, 273 miles west from New York, passengers for Watkin's Glen and Seneca Lake, will change cars, where they will find the finely equipped trains of

the Northern Central Railway in readiness to convey them to Watkin's, only 22 miles distant.

Watkin's Glen is situated about half a mile from the head of the beautiful Seneca Lake, in the county of Schuyler, in the midst of beautiful scenery. The lake close to which it is situated is one of the most beautiful sheets of water in America or in the world. It is forty miles in length, and has an average width of two miles. At the lower or northern end the shores recede gradually from the water, and the country on all sides seems a garden dotted everywhere with fine buildings, and presenting all the appearance of wealth. At the upper or southern end the banks are less gradual in their incline, and in a few places wooded cliffs rise directly from the water. The lake presents, in fact, almost every variety of scenery. Steamboats ply at frequent intervals, landing at many places on the shores, and at the different stopping-places boats and every facility for fishing may be had.

The glen, which for the last few years has been resorted to by great numbers of visitors, is about half a mile from the steamboat landing and the railway station. It is a deep and rocky ravine between two hills which are clothed with foliage, the tops of the trees frequently meeting at the top of the deep gorge. A small stream runs through it, forming frequent waterfalls, and adding a great charm to the place. The length of the glen is about two miles, and everywhere good paths and secure railings have been arranged so that one may visit every part without danger. The different points worthy of note are as follows: Passing the entrance amphitheatre and ascending the first stairs, we

see the *Entrance Cascade*, 60 ft. in height. From the first bridge, called *Sentry Bridge*, we have a view eastward over the wide valley at the head of the lake and of the wooded heights beyond; and westward, up the glen, of the high cliffs which bound it at the sides. Passing along a path overlooking *Stillwater Gorge*, we soon see the *Minnehaha Cascade*. This part of the gorge is called *Glen Alpha*. We now cross and recross the gorge, pass the *Labyrinth* and ascend the *Long Staircase*, 50 feet high, and see before us *Cavern Cascade*, with a fall of 40 feet. One may enter the *Grotto* behind the cascade. Pursuing our way we enter at the head of the *Long Staircase*, *Glen Obscura*, and follow the path to Point Look Off. From this spot we look back into *Glen Alpha*, and above, in the opposite direction, we see the Glen Mountain House, 100 ft. above us. The hotel has two buildings; one occupied for sleeping apartments, parlours, &c., and the other, across the glen, used as a dining-room. The two are connected by a handsome suspension bridge. Close to the hotel is the *Art Gallery* (entrance fee, 25 cents), passing which we soon see the *Mystic Gorge* of Glen Obscura. We now descend to the bridge which crosses the *Sylvan Rapids* and enter *Glen Cathedral*, the rocky sides of which are 300 ft. high. The length of this glen is 300 yards. In the centre is the beautiful *Pool of the Nymphs*. In what is called the *Chancel* is *Central Cascade*, falling 50 ft. into a deep pool. Mounting the grand staircase we enter the *Glen of the Pools*. The scenery of this part of the glen is very beautiful, the view from the bridge, crossed soon after entering the Glen of the Pools, has received the appellation of *Matchless*

Scene. We soon enter the Giant's Gorge and see *Triple Cascade* and *Rainbow Falls*, the former being made by the falling of the brook from *Glen Difficulty*, the other by a small stream from the south falling over the rocks into the glen. We ascend *Platform Stairs* and enter *Glen Difficulty*, pass *Shadow Gorge*, cross another bridge, and, traversing the *Narrow Path* to the end of *Glen Difficulty*, see *Pluto Falls*. Another stairs leads to *Glen Arcadia*, which is crossed to *Arcadian Falls*. There are other glens and waterfalls above this point easily visited, but of no especial interest.

The beauties of this remarkable gorge and of the surrounding region have been much discussed during the last few years, and great numbers of summer visitors throng the excellent hotels in the vicinity.


Grace Greenwood says of the Glen: "It is a marvelous rift in the mountain, which it seems must have been made by some stupendous earthquake shock. It suggests *Vaucluse* in the pellucid clearness and sparkle of the water. It faintly suggests the sombre, magnificent *Pass of the Finstermunz*, in the *Tyrol*, but is infinitely brighter and more varied. It suggests *Trenton Falls*, but is wilder and deeper. Most of all, it suggests *Bash-Bish*, in old *Berkshire*,—is indeed very like it, but is yet more picturesque and perilous."

Bayard Taylor says of it: "In all my travels I have never met with scenery more beautiful and romantic than that embraced in this wonderful glen; and the most remarkable thing of all is, that so much magnificence and grandeur should be found in a region where there are no ranges of mountains."

The Glen is one of nature's reservoirs of eternal cool-

ness. In its shadowy recesses, beside its emerald waters, you forget even the fierce heat of July and August, hundreds of feet above you. But it is seen in its utmost beauty in October, when the wild gorge, with its wonderful variety of delicate foliage, is trimmed with the most gorgeous colors.

HAYANA GLEN.

 HAYANA Glen is located near the People's College Building, (now known as the Cook Academy,) in the eastern part of the village of Havana, one mile east of the Northern Central depot, and three and a half miles from Watkin's Glen. Its course is nearly east and west, the ascent being towards the east, as it is on that side of the valley. It differs very materially from the Watkin's Glen in the details of its scenery, and yet, in generalities, is almost a counterpart of its scenic sister on the west side of Seneca valley.

In approaching it you pass through a vast and beautiful amphitheatre of thirty or forty acres, filled with groves and cosy picnic grounds; and many of the gorges and cascades are fully equal to—and several of them superior—to the finest found in Watkin's Glen. It is not so long as Watkin's Glen; but its views are full of startling and absorbing interest, and its pools, instead of being oval or round like those at Watkin's, are as square as if hewn by human agency, out of the stratified rock. Its forests, foliage and general flora, including the mosses, lichens and ferns, are much like those of Watkin's Glen—they could not well be superior—and the universal sentiment of tourists is, that visitors should by all means see and explore both.

Some of the principal scenes in the Havana Glen are

known as "Portal Cascade," "Eagle Cliff Falls," "The Council Chamber," "Curtain Cascade," "Jacob's Ladder," "The Bridal Veil," "Hermit's Gorge," "The Indian Oven," "The Mountain Tunnel," "Whispering Falls," "Chaos Gorge," "Echo Falls," "Faries' Cascade," "Summit Falls," etc.

"From the very beginning Havana Glen impresses the visitor as having a character of its own. The stream is larger than that of Watkin's Glen. The rock is less shaly, and it has a strongly marked system of rectangular points dividing the cliffs into square towers and buttresses. When a portion of the cliff falls, it does not leave a jagged face as in Watkin's Glen; but a mural surface as smooth and even as a fortress wall, giving the sides of canons the appearance of great diversity and grand simplicity. The eroding current follows the lines of division, zigzagging at right angles rather than curving after the fashion of ordinary streams. At times, as in the "Council Chamber," it cuts out perfect halls, with square corners and perpendicular sides, as unlike anything in Watkin's Glen as can be imagined. The walls are lower than in Watkin's, but they seem higher because of their clean-cut faces. In Watkin's there is a persistent sameness in diversity—a monotony of fantastic outline. Havana has a statelier, more majestic look. Watkin's confuses while it amazes, bewildering by its multitude of details, infinitely various yet constantly similar. Havana has less variety and greater diversity—its plan seeming to be to present no two scenes at all alike. At times the cliff gives place to wooded escarpments; vegetation creeps down into the gorge and throws a network of beauty and grace—truly glen-like—between

two spaces of precipitous rock. The falls are fewer but in the main more massive, and the pools are square-cornered instead of oval. In short, the two Glens are not rivals, but complements, and the sight of one heightens rather than lessens the enjoyment of the other."

There are refreshment houses at and near the entrance of the Havana Glen, and three good hotels in the village—the Montour House, which is in size and all things else a first-class house, and the Webster House and Central Hotel, which are smaller, but very attractive and nicely conducted.

Carriages will convey visitors to and from the depot and public houses, and between the two Glens at moderate rates.

SENECA LAKE,

which is claimed and conceded to be one of the most beautiful and interesting sheets of water in the world, is nearly forty miles long, from two to four miles in width, of great depth, and unrivalled in purity and clearness by any of its sister lakes in Central New York. Its course is nearly north and south, and its rising slopes, on either side, are a living panoramic view of alternate and highly cultivated fields, orchards and vineyards, forests and village scenes, along its whole length; which in summer, and especially when the golden hues of harvest-time are woven into the magnificent ground-work of changing green, presents a double picture of unequalled and matchless beauty. This remarkable Lake has been sounded to the depth of nearly 1,000 feet. It rarely freezes in winter, and its steamboats ply between Watkin's and Geneva, located at its northern extremity, the year round. Its localities of interest, aside from Glens,

on the east side, are Hector Falls, a fine succession of cascades, and a beautiful point for pleasure parties, three miles north of Watkin's; North Hector point, where annual camp-meetings are held, usually in June, and where there is a good hotel well patronized in the summer months; and the Willard Asylum, at Ovid, for the insane poor of the State. Geneva, at the foot of the Lake, is an attractive place in summer and the seat of Hobart College and its Medical and Surgical Museum. The view of the Lake and its eastern shores from College Hill, is one of the finest that can well be imagined, and is worth going miles to see.

The two unopened twin Glens, with their fine cascades, at Rock Stream and Big Stream, some six or eight miles below Watkin's, and the splendid views from the highlands in their vicinity, are features well worthy of attention on the part of those who have abundant leisure; while the view from the heights of Glenwood Cemetery, or Table Mountain as it was formerly called, north of the Watkin's Glen, is unquestionably the grandest, most beautiful and sublime to be found on this portion of the American continent.

From the preceding description of Watkin's and Havana Glens, Seneca Lake and surroundings, the query will naturally suggest itself, "Why isn't this locality a pleasant place in which to spend a summer vacation?" It certainly is, being one of the most delightful and interesting spots on the continent. In addition to the pleasurable feature of the section, it abounds with numerous mineral springs which have, by years of experience, proven to possess excellent healing qualities. This locality is readily accessible by the Erie Railway

to Elmira, from thence via the Northern Central twenty miles northward to Havana or Watkin's, or via the New York Central to Canadaigua, where the Northern Central is taken southward to destination, but we prefer to return to Elmira, and continue our journey westward via the New York, Lake Erie and Western Railway, to the world-renowned

NIAGARA FALLS.

THE Falls of Niagara may justly be classed among the wonders of the world. They are the pride of America, and their grandeur, magnitude and magnificence are well known to all the civilized world. Ever since the discovery of this wonderful cataract, millions have flocked thither from all countries to gaze with feelings of the deepest solemnity on the tumultuous fall of water, and to adore the power and majesty of the Almighty as there exhibited and realized amid the sublime scenery of this stupendous waterfall.

Over this great cataract has been pouring ceaselessly through the centuries of the past, with the deafening roar of a thousand thunders, a torrent of water three-fourths of a mile wide and 20 feet in depth, or an aggregate, it is calculated, of a hundred million tons per hour. No wonder that to this grandest of natural shrines the untutored aborigines were wont to come yearly to worship their Great Spirit, and propitiate him by the sacrifice of an Indian maiden, sent down on the current in a flower-laden canoe to her death in the terrible vortex; no wonder that they led thither the first missionaries who penetrated these wilds, and pointed in speechless awe to the mighty cataract; and no wonder that in these later days thousands of tourists from every

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INFORMATION

—FOR—

VISITORS TO PROSPECT PARK

NIAGARA FALLS, N. Y.

The Park contains about eleven acres of original forest and it embraces the best views of both the AMERICAN and CANADA FALLS to be obtained on this side of the river; and besides, views from the river bank below the Falls that are not visible from any other place. Excursion parties will find in the

LARGE PAVILION

perfect protection from the elements, with large opportunities for Dancing, Recitations, Singing, etc. Hot and cold ~~water~~ ^{drinks} under the Pavilion. ~~Drinks~~ will be found to add to

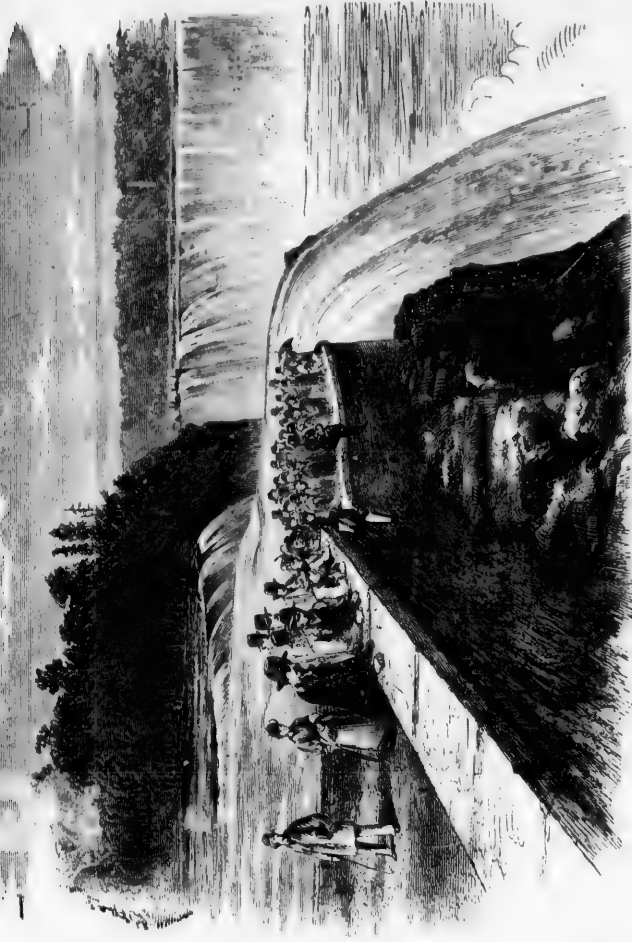
VIEWS OF NIAGARA FALLS
FROM
PROSPECT PARK.



THE ART GALLERY

Embraces several hundred representations of the most notable scenes of European and Oriental History, Churches, Palaces, Lakes, Rivers, Mountains, Naval and Land Engagements, etc., etc., all enlarged microscopically, and so arranged that one hundred persons may at the same time be pleasantly occupied in their examination.





VIEW FROM PROSPECT POINT



View from the Base of the American Falls.

INFORMATION
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perfect protection from the elements, with large opportunities for Dancing, Recitations, Singing, etc. Hot and cold water, and outside Refreshment Rooms will be found to add to the pleasure and convenience of visitors without cost.

The above is embraced in Excursion Tickets.

ELECTRIC LIGHT.

The Grounds will be lighted every evening by the largest of Brush's Dynamo Electric Machines. Visitors will be afforded an opportunity of beholding the sublime and novel effects of the reflected light upon the water and spray cloud of the American Fall and its surroundings.

THE INCLINED RAILWAY

Visitors to the edge of the river below the Falls where a sublime view can be

effects of the reflected light upon the water and spray cloud of the American Fall and its surroundings.

THE INCLINED RAILWAY

carries visitors to the edge of the river below the Falls, where a sublime view can be had. A passage has been made by which visitors may pass behind the AMERICAN FALL into the

"SHADOW OF THE ROCK"

AS FAR AS THEIR INCLINATION MAY PROMPT.

FROM THE HURRICANE BRIDGE

(IN FRONT OF AMERICAN FALL) MAY BE SEEN

THE SPRAY CLOUD.

During the afternoon when the skies are bright and the direction of the wind is down the river, the spectator may behold a Marvelous Picture by "Nature's own cunning hand," in colors of red, orange and violet, reflected and refracted by the spray-beads of the ascending cloud.

Guide, Dressing-rooms, Waterproof and Bathing Dresses

FOR LADIES AND GENTLEMEN WILL BE FOUND AT THE FOOT OF THE RAILWAY.

From the foot of the INCLINED RAILWAY will be found the

FERRY TO CANADA

which has been in operation more than fifty years without the occurrence of any accident. The view from the barges while crossing the river is esteemed the grandest of all.

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part of this country and Europe annually make this spot their destination, and stand gazing in mute surprise, as did the savage and the priest before them, at this wonder of the world.

In the following pages we shall attempt to guide the traveller to the various points whence the finest views of the Falls may be obtained, and, thereafter, conduct him to the spots of peculiar interest in the neighborhood.

The Falls of Niagara were first seen by a white man over two hundred years ago. *Father Hennepin*, a French Jesuit missionary, first saw them when on an expedition of discovery in the year 1678.

The spots of interest to be visited, besides the great Fall itself, are : The ground where the memorable battle of Lundy's Lane was fought ; the Whirlpool below the Falls ; the Suspension Bridges ; the Devil's Hole and the Bloody Run ; the Queenston Heights, General Brock's Monument, the Burning Spring, etc.

The Village of the Falls, through which you pass on your way from the cars, lies on the east side of the river, in the immediate vicinity of the grand cataract, 22 miles by rail from the city of Buffalo on Lake Erie, and 300 by rail from Albany. Being a fashionable place of resort during summer and autumn, *the Hotels* at this village are excellent in all respects, and most agreeable abodes for those who intend to sojourn for a time within sound of the Falls.

Having landed our traveller safely at Niagara, the choice of an hotel is the matter of paramount importance. General opinion is much divided on this subject, many travellers asserting that the American side is the only one to stay at and see the Falls, as the Rapids and Goat Island are to be reached from that side only,

whilst others take the broader view of the question—that these minor attractions ought to give place to the Falls, and that the only place to obtain an uninterrupted view of the two mighty cataracts is from the Canadian side. We shall, however, leave this question to be decided by the traveller, and merely observe that the hotels on both sides are very good, that is to say, the “International” and “Spencer House” on the American side, and the “Brunswick” on the Canadian shore, either of which can be well recommended. The Spencer

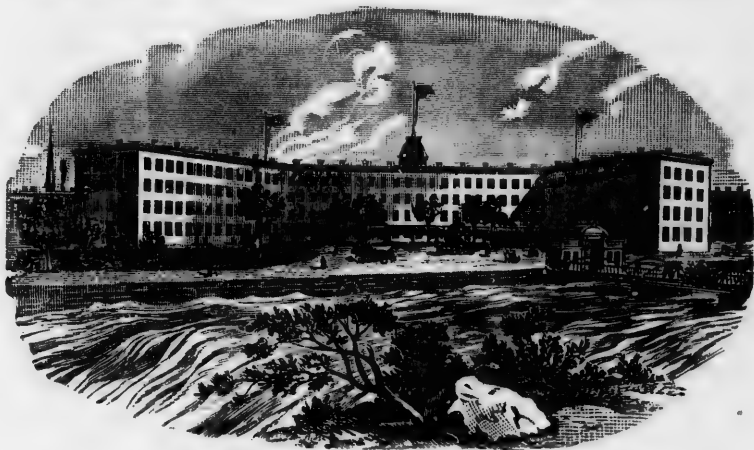


SPENCER HOUSE, NIAGARA FALLS.

House, situated directly opposite the New York Central Depot, has an established reputation for being one of the best managed hotels in the country; its table is always bountifully supplied with the best the market affords; its rooms are large and airy, and, in fact, every department of the house is a model of neatness. The establishment is at all times under the direct supervision of the well-known proprietor, Mr. Cluck. This alone is a sufficient guarantee that no pains will be spared to make guests as comfortable as possible during their sojourn at

this world-renowned summer resort. The line of carriages connected with the Spencer House are considered the finest at Niagara, and the drivers are perfectly reliable and well worthy of support.

The International Hotel was formerly owned by the late James Fulton, jr. (one who will be remembered by travellers and tourists as a thorough gentleman, honored and respected by all who knew him). The property has recently been purchased by Messrs. Cluck, Ware & DeLano, who have made extensive improvements in



INTERNATIONAL HOTEL, NIAGARA FALLS.

connection with this favorite hotel, having added during the past spring many new and attractive features. The management has been entrusted to that veteran hotel proprietor, Mr. A. Cluck, who is also proprietor of the Spencer House, thus assuring the traveller that everything will be done that time, money and care can accomplish in order to sustain the popularity of this model hotel. The International Hotel is the finest at Niagara Falls for summer tourists and pleasure travel.

lers. Prosperous as it is, and as it always has been, its outlook for this year is more promising than ever. The house is splendidly located, elegantly furnished, its servants are well trained, its table exceptionally tempting, and its management courteous and host-like. This hotel offers peculiar temptations to the tourist in its possession of all those modern luxurious improvements which add so materially to the pleasure of travel, as well as in its charming location, immediately over the American Falls, at Prospect Point, with the bridge to Goat Island almost at its doors, opening all the scenic wonders of both Falls from that Island and the sister islands now bridged from it, and giving the grandest views of the Upper Rapids.

Having selected our hotel, it is scarcely necessary to say that days of sojourn at the Falls are desirable to see them in all their varying aspects and become fully acquainted with their beauty and grandeur, often underrated by those who only pay the Falls a flying visit.

The tourist and pleasure traveller, however, will be best served with a brief statement of the most beautiful and most conveniently attained points of view. Without doubt, Prospect Park, near the International Hotel, is the greatest attraction on the American side. These grounds, comprising what are familiarly known as the "Ferry Grove" and "Point View," were purchased by the Prospect Park Company in 1872. Rarely, indeed, do Nature and Art so perfectly combine to spread before the delighted gaze so much that is wonderful, beautiful and sublime. Passing through the umbrageous groves, along the beautiful winding carriage drives we emerge upon the point in front of the Museum and Art Gallery, where thousands of visitors are photographed

every year, the grand adjacent scenery being utilized to fill in the pictures. The entrance fee to the above establishment is repaid a thousand-fold by the fine display of curious and interesting objects, photographs, stereoscopic views, geological specimens, &c., &c., which become so interesting to the visitor that it is really with reluctance that he takes his leave.

From the Art Gallery it is but a step to the Point. A solid wall of masonry guards this spot, and continues along the bank of the river to the new Suspension Bridge. Standing at the angle, directly over the American Falls, so close that one might almost thrust out his hand into the roaring mass of water as it rolls seething by, we have spread before us a magnificent view of Goat Island, the Horseshoe Falls, Table Rock, the Clifton and Brunswick Hotels, the new Suspension Bridge, the American Falls with the frowning rocks below, and the Ferry to the Canada side.

Cool, shady walks run in all directions through the Park, and rustic seats at intervals invite the visitor to linger here and gaze at the magnificent scenery. The Park Company have also erected a beautiful pavilion, where visitors can "trip the light fantastic toe" within sound of the roar of the great cataract. An elegant restaurant is also on the grounds, where they can regale the inner man when tired of sight-seeing. Then we may enter the Ferry House and descend the Incline Railway through a cut in the bank to the water's edge, a distance of 360 feet. The spiral stairs constructed here in 1825 having become shaky with age, the present novel but commodious contrivance was inaugurated in 1845. The flight of steps leading along the railway consists of 290 steps. The car is drawn up the inclined

plane by water power, an overshot wheel being turned by a stream diverted from the river for that purpose. Around a wheel eight feet in diameter, which turns in a horizontal position at the head of the railway, runs a cable two and a half inches in diameter and 300 feet in length, attached to a car at either end, and supported by pulleys placed at convenient intervals down the grade. At the foot of the stairs, turning to the left, the Company has erected a commodious and substantial building, from which may be obtained, from the base of the descending torrent, one of the most magnificent views of the Falls, looked at through those wonderful clouds of rising spray, refracting the sun's rays in all the colors of the rainbow, and sparkling and shimmering in the light like clouds of diamond dust. Then, donning tarpaulin coats and hats, we may pass in, behind the cataract and see the wonders of the caves, and look out upon the waters as they roll over our heads. The Ferry to the Canadian side is close at hand, and seating ourselves in the ferry boat we are soon dancing over the agitated waters. From the river the Falls are seen to great advantage. Formerly the shades of night brought the pleasures of the day to a close, but science and enterprise have lengthened the hours of enjoyment for us. Eighteen electric lights pour their brilliant rays upon the scene, infusing the spray clouds with gorgeous rainbow tints and illuminating the rolling waters with a brilliancy beyond description. The Canadian side stands out clear and distinct, and the whole scene is wonderfully beautiful, weird and sublime.

Prospect Park is certainly the spot which the traveller will visit first, and where he will linger longest. No one should fail to visit the Park both by day and by night.

There is a fascination about this mighty cataract which seems to chain us to this spot, and when we seek to leave it draws us irresistibly back again. Even in describing it, however inadequately the task may be accomplished, we are loath to lay down the pen and tear ourselves away. The Almighty has invested Niagara with a power that none can resist, and those who gaze upon it for the first time have a new era in their existence opened up, new thoughts and impressions stamped indelibly upon their hearts, which haunt them in after years and linger in their memories till time is swallowed in eternity.

Proceeding to the Falls, our task is now, in as few words as possible, to direct the tourist as to what to see and how to see it. We will, therefore, explain that the larger cataract stretching from shore to shore is the Canadian or Horseshoe Fall, whilst the smaller one is the American. The dimensions of the two Falls must necessarily be a matter of computation, and they are estimated as follows :



HORSESHOE FALL.

The American Fall, 900 feet across, with a drop of 164 feet.

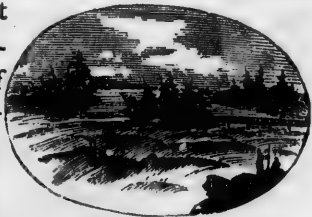
The Canadian Fall, 1,900 feet across, with a drop of 158 feet, and it is stated by Professor Lyell that fifteen hundred millions of cubic feet of water pass over this fall every hour !

The traveller in his first visit to the Falls is impressed with a sense of inexpressible amazement. His emotions are not unlike those of the votary of necromancy, who, when once within the magic circle, trembles under the influence of the enchanter, even before he confronts the wizard himself.

HORSESHOE FALL.

Who can forget his first view of this grand and stupendous spectacle ? The roaring is so tremendous that it would seem, that if all the lions that have ever lived since the days of Daniel could join their voices in one "Hallelujah" chorus, they would produce but a whisper in comparison to the deep diapason of this most majestic of all Nature's pipes or organs.

The bridge which connects the mainland with Goat Island is eagerly passed, and we explore the whole of this curious crag, which is rightly named, for it is found fantastic enough to suggest that goats only could find a comfortable footing. The sublimity of the scene increases at every step ; but when we come upon the mighty Cataract we gaze in speechless wonder. But words cannot describe the grandeur of this scene, nor the emotion which it excites ; neither can the pencil, any more than the pen, do it justice. The silent and still picture wants the motion and the sound of that stupendous rush of waters. It is impossible to paint the ever-rising column



THE RAPIDS.

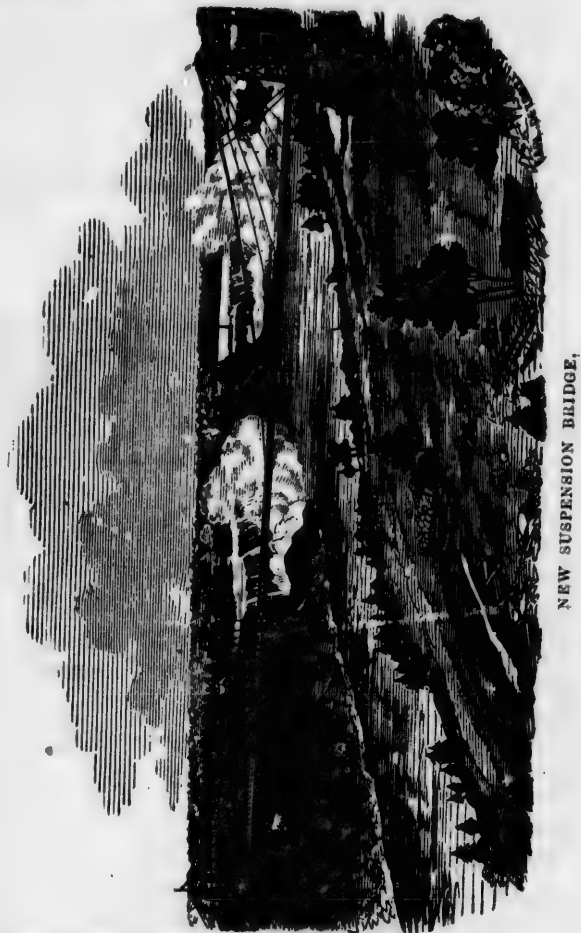
of spray that spires upward from the foaming gulf below, or the prismatic glory that crowns it ; for there indeed has God forever "set His bow" in the cloud, and cold must be the heart that in such a scene remembers not His covenant.

NEW SUSPENSION BRIDGE.

The desirability of erecting a bridge nearer the falls, and for carriage or foot passengers only, had long been spoken of, and finally, after much trouble and perseverance, charters were obtained from the State of New York and the Province of Ontario, and work was commenced in 1867. It was opened to the public on the 1st January, 1869. Its cost was nearly \$120,000. It is located about 1,800 feet below the American Falls, on the American side, landing on the Canadian side, only 8 or 10 rods below the Clifton House. The towers on the Canadian side are 120 feet high, and on the American side 106 feet high. The span is 1,230 feet from tower to tower. The height from the water to the floor of the bridge is 256 feet. There is a single track for carriages, and space at one side for foot passengers. The bridge has at each side a strong railing five feet high. The estimated strength of the structure is over 150 tons, and as 10 or 15 tons is all that could well be placed on the bridge at one time by its ordinary traffic the greatest confidence prevails as to its stability. It has now passed through six winters with its load of ice and frozen spray, so that it is no longer an experiment, but a fixed fact, and full confidence has been established.

It stands as a great lasting monument to J. T. Bush, who conceived the project, and carried it to a successful termination. The view from the centre of it is exceedingly fine ; suspended in mid-air—in full view of both

the American and Horseshoe Falls—the river above and below, with its beautiful banks from 150 to 250 feet perpendicular, presents a view never before enjoyed by visitors to this wonderfully beautiful resort.



NEW SUSPENSION BRIDGE.

The erection of this bridge brings Goat Island and the side of Table Rock within easy walking distance.

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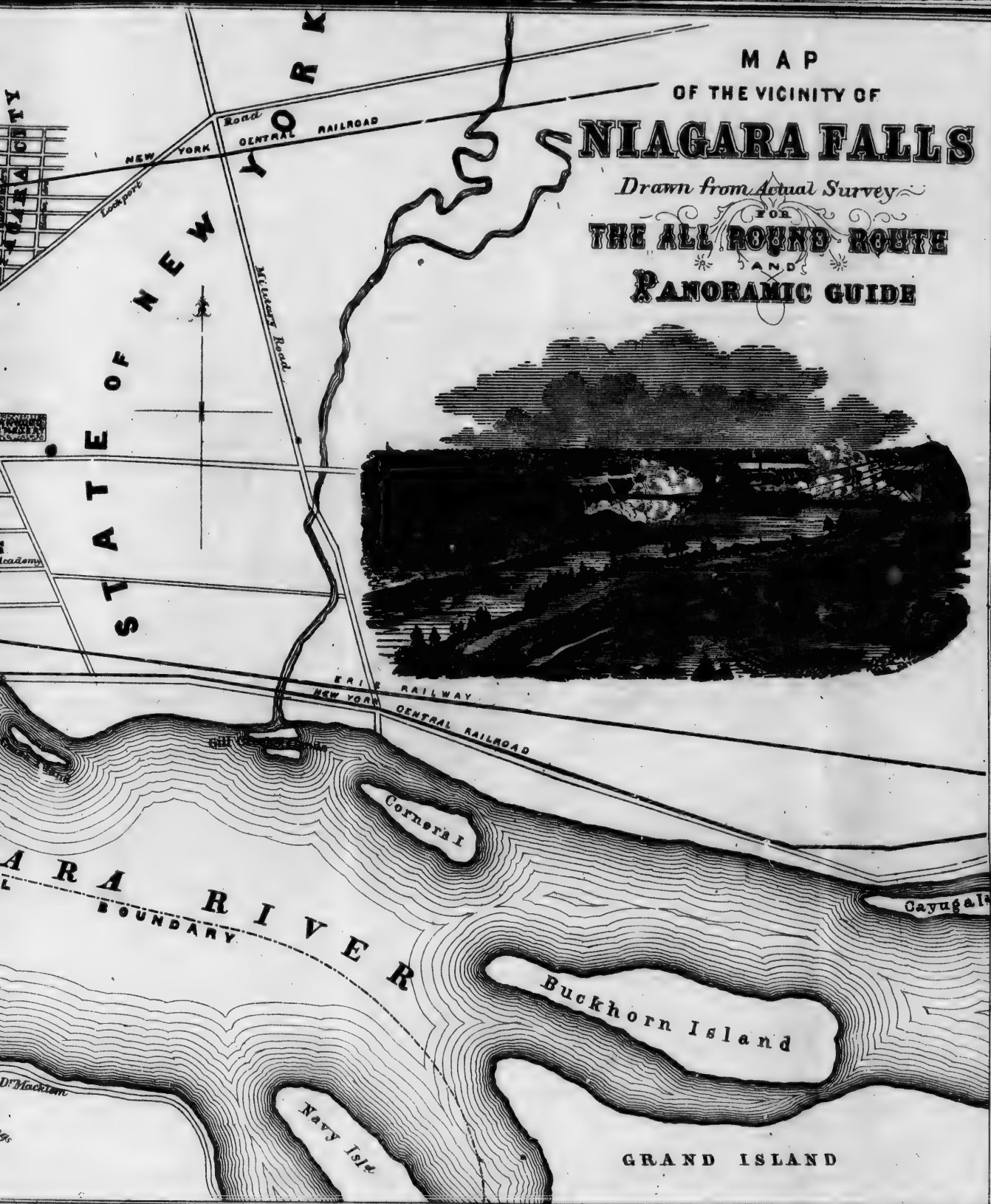
THE
INTERNATIONAL
RAILWAY AND STEAM NAVIGATION
GUIDE.

TIME CALCULATED FROM MONTREAL WHICH IS 14 MINUTES FASTER THAN WASHINGTON TIME.
N.Y. Columbus, O. Hamilton, Mo. Jeff'n City, Mo. Louisville, Ky. Madison, Wis.
TABLES OF ALL CANADIAN RAILWAYS



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NIAGARA FALLS

Drawn from Actual Survey
FOR
THE ALL ROUND ROUTE
AND
PANORAMIC GUIDE



THE INTERNATIONAL RAILWAY AND STEAM NAVIGATION GUIDE.

INSTANTLY CALCULATED FROM MONTRÉAL WHIRLS 14 MINUTES FASTER THAN WASHINGTON TIME.

Albany, N.Y. 11:51 A.M.	Columbus, O. 11:22 A.M.	Hannibal, Mo. 10:53 A.M.	Louisville, Ky. 11:12 A.M.	Madison, Wis. 10:56 A.M.
Atlanta, Ga. 12:16 P.M.	Detroit, Mich. 11:22 A.M.	Hamilton, Ont. 11:34 A.M.	Little Rock, Ark. 10:45 A.M.	Waco, Tex. 11:23 A.M.
Alaska 7:37 A.M.	Danville, Va. 11:36 A.M.	Houston, Tex. 10:30 A.M.	Leav'orth, K. 10:35 A.M.	Memphis 10:53 A.M.
Bangor, Me. 12:19 P.M.	Denver, Col. 9:54 A.M.	Hartford, Conn. 12:03 P.M.	Milwaukee, Wis. 11:02 A.M.	Mexico 10:18 A.M.
Buffalo, N.Y. 11:38 A.M.	Dubuque, Ia. 10:51 A.M.	Indianapolis, Ind. 11:10 A.M.	Mobile, Ala. 11:02 A.M.	Nashville, Ten. 11:07 A.M.
Charleston, S.C. 11:34 A.M.	Galveston, Tex. 10:35 A.M.		Minneapolis, Minn. 10:41 A.M.	N. London, Ct. 12:00 P.M.
Cincinnati, O. 11:16 A.M.	Havana, Cuba 11:24 A.M.		Monoton, N.B. 12:34 P.M.	N. Haven, Ct. 12:02 P.M.
Columbia, S.C. 11:30 A.M.			Nearaska City 10:30 A.M.	Newark, N.J. 11:59 A.M.
Cleveland, O. 11:27 A.M.				

Newport, N.J. 12:00 P.M.	Portsmouth, Va. 11:49 A.M.	Peking, China 1:08 A.M.	St. John, N.F. 1:23 P.M.	St. Louis, Mo. 10:34 A.M.
Niagara Falls 11:38 A.M.	Portland, Ore. 8:42 A.M.	Quebec, Can. 12:09 P.M.	Saratoga, N.Y. 11:59 A.M.	Springfield, Ill. 10:50 A.M.
Norfolk, Va. 11:49 A.M.	Paris, France 5:03 P.M.	Quincy, Ill. 10:47 A.M.	Springfield, Mass. 11:04 A.M.	St. Joseph, Mo. 10:34 A.M.
Ottawa, Can. 11:51 A.M.				Toronto, Ont. 11:36 A.M.
Omaha, Neb. 10:30 A.M.				Trotter, Ind. 11:04 A.M.
Port Hope, Ont. 11:40 A.M.				Topeka, Kan. 11:04 A.M.
Pittsburg, Pa. 11:34 A.M.				

Washington 11:46	Philadelphia 11:53	Chicago 11:03	New Orleans 10:50	New York 11:58
Boston 12:10	Hallifax 12:40			

NEW YORK
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NEW YORK

Newport, N.J. 12.00 P.M.	Portsmouth, Va. 11.49 A.M.	Peiklin, China 1.08 A.M.	Santa Fe. 9.50 A.M.	St. John, N.F. 1.23 P.M.	Sloux City, Ia. 10.28 A.M.
Niagara Falls 11.38 A.M.	Portland, Ore. 8.42 A.M.	Quebec, Can. 12.00 P.M.	Savannah, Ga. 11.30 A.M.	Saratoga, N.Y. 11.59 A.M.	Springfield, Ill. 10.56 A.M.
Norfolk, Va. 11.49 A.M.	Paris, France 5.03 P.M.	Quincy, Ill. 10.47 A.M.	San Francisco 8.44 A.M.	Springfield, Mass. 12.04 P.M.	St. Joseph, Mo. 10.34 A.M.
Ottawa, Can. 11.51 A.M.	Peoria, Ill. 10.55 A.M.	Richmond, Va. 11.44 A.M.	Salt Lake City 9.26 A.M.	St. Stephen, N.B. 12.53 P.M.	Toronto, Ont. 11.36 A.M.
Omaha, Neb. 10.30 A.M.	Panama 11.36 A.M.	Rochester, N.Y. 11.41 A.M.	St. Paul, Minn. 10.42 A.M.	Sault Ste. Marie 11.17 A.M.	Tre Haute, Ind. 11.04 A.M.
Port Hope, Ont. 11.40 A.M.	Pensacola 11.05 A.M.	Rio de Janeiro 2.20 P.M.	St. Louis, Mo. 10.33 A.M.	Sacramento 8.48 A.M.	Topoka, Kan. 10.31 A.M.
Pittsburg, Pa. 11.34 A.M.					Vicksburg, Miss. 10.51 A.M.
Portland, Me. 12.23 P.M.					Wilmington, N.C. 11.44 A.M.
P. Heron, Mich. 11.20 A.M.					Wheeling, Va. 11.31 A.M.
Providence, R.I. 12.08 P.M.					

COMPILED, DESIGNED AND ENGRAVED, FOR THE INTERNATIONAL RAILWAY AND STEAM NAVIGATION GUIDE.

THIS GUIDE CONTAINS

TIME-TABLES OF ALL CANADIAN RAILWAYS

The Principal Railroads in the United States.

Maps of the Principal Lines and Inland Steam Navigation Routes

ALSO, PUBLISHED THIS SEASON

MONTREAL ILLUSTRATED,

OR

Stranger's Guide to the City of Montreal,

SHOWING WHERE TO GO, WHEN TO GO AND HOW TO GO THROUGH THE CITY AND SUBURBS.

For sale by all News Dealers and Bookellers, also by all News Agents on Trains and Steamers, and at the principal Railway Depots throughout Canada and the adjoining States; also, by our News Agents in connection with Dominion News Co.

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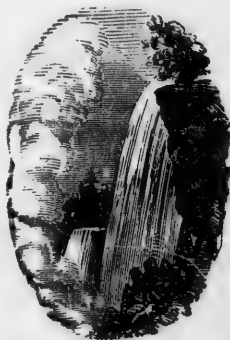
United States Agency—New England News Co., Boston, Mass.

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TABLE ROCK,

From which such a grand view of the falls was obtained, exists only in name, and in the interest which attaches to its site. It was a truly magnificent crag, overhanging the fearful abyss, and it constituted one of the wonders of the place. Many accidents are recorded, from the temerity of tourists who ventured too near its margin. It, however, fell in 1862, and had this accident occurred an hour or two earlier in the day, the Victoria Bridge, the Grand Trunk Railway, and many other Canadian undertakings, might not have been accomplished, for, a very short time previous to the disappearance of the slippery granite, there was standing upon it, viewing the Falls, the engineer of the Victoria Bridge and several of his colleagues in the enterprises that have been mentioned.

CAVE OF THE WINDS.



ENTRANCE TO THE CAVE OF
THE WINDS.

A suitable building is here erected for the accommodation of visitors wishing to pass under the centre Fall into the Cave of the Winds, and this is a feat that all tourists should, if possible, perform. Oil-skin dresses, clean and dry, are supplied to visitors. For a small fee an experienced guide will accompany parties under the sheet of water, and describe fully all the incidents connected with this locality. The scene within the cave is one of inconceivable grandeur. Conversation is impossible, the mighty cataract asserting its right to alone be heard, as its thunders reverberate within the cave.

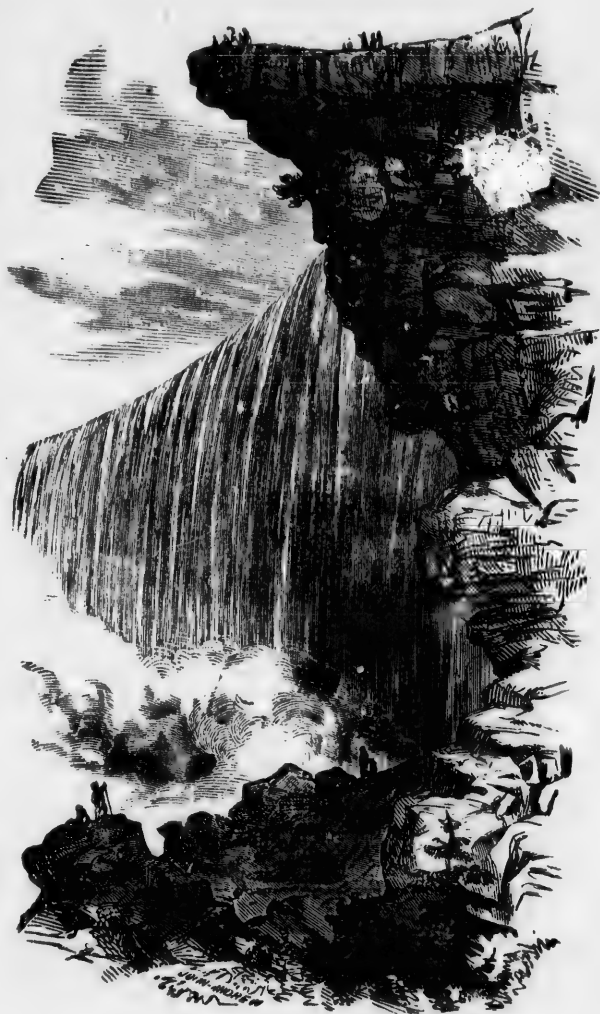
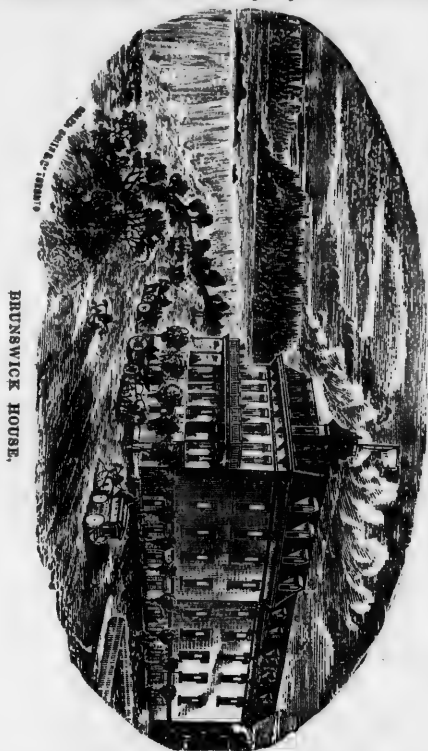


TABLE ROCK—NIAGARA FALLS.

THE BRUNSWICK HOUSE, NIAGARA FALLS—(Canada Side.)—It is situated directly opposite the American Falls, affords to visitors the finest view of the great Cataract, and has the advantage over all other hotels at the Falls, in not being subject to the spray, which is such a great



annoyance to visitors. This hotel has been thoroughly renovated and re-furnished, and no pains will be spared for the comfort of its guests. Special rates for families and others staying extended periods of time. Open sum-

mer and winter. Terms reasonable. M. Kick, proprietor.

PLACES OF INTEREST AT NIAGARA.

Below the Brunswick House, we have the Railway Suspension Bridge, Whirlpool Rapids, and Whirlpool. Opposite the American side: Prospect Park, American Falls, Goat Island, American Rapids, Three Sister Islands, and Luna Island. Canada side: The Horse-shoe Falls, front view of all the Falls, Burning Spring, and Whirlpool.

The illumination of the Falls by the electric light shows to better advantage from the Brunswick House than any other point on the Canadian side of the river. This is perhaps one of the grandest scenes in the world, and the attraction *par excellence* to visitors from the United States and Europe.

From Prospect Park we pass over the New Suspension Bridge to the Canadian side. Here a road turns to the left from the end of the bridge, leading along the cliff past the Clifton and Brunswick Houses, and affording the most beautiful and sublime views of both Falls. We now come to Table Rock; from this point the view of the Falls is incomparably grand. A little over a mile above the Falls, continuing our drive up the river road, we come to the most wonderful natural curiosity in the world, the famous Burning Springs. The waters of these Springs are highly charged with sulphuretted hydrogen gas, which, when ignited, emits a pale blue light, which burns with a brilliant flame. To heighten the effect, the phenomenon of the burning water is exhibited in a darkened room. Many fine improvements have been made at this spot during the past year, by erecting two handsome suspension carriage bridges and three other truss

bridges, and otherwise improving the walks and drives. We might write volumes about this beautiful point of interest, but we prefer to have our readers go and see for themselves. Suffice it to say our advice to tourists and pleasure travellers is : Do not leave Niagara until you have taken this, the most beautiful drive at the Falls, through Cedar Islands and Clark Hill Islands to the Burning Spring.

During the past year it has been visited by many thousands of tourists and pleasure travellers from all quarters of the globe, all of whom have pronounced it to be one of the most attractive points of interest at Niagara. It is situated on the Canadian side of the river. Returning from the Burning Springs we drive along down the Niagara river, cross the bridge already referred to, to the American side, and proceed two miles to the town of Suspension Bridge, where many interesting sights are to be seen. First-class hotel accommodation is to be had at the New York Central Hotel, situated directly opposite the Central Depot ; Mr. Nossioy, the proprietor, formerly of the Mount Eagle Hotel, is too well known to the travelling public to need mention by us. For a first-class meal, and all other home comforts, go to the N. Y. Central Hotel ; it is the right place to stay at.

We will now proceed to give a description of the Railway Suspension Bridge, which is admitted by all to be a wonderful triumph of engineering skill. Mr. Roebling, of Trenton, New Jersey, was the engineer of this bridge, which, as the name implies, is constructed on the suspension system. The two towers supporting the entire structure, which is in one span, (800 ft.), are about 70 feet high, and built on and into the solid rock ; the

bridge is supported by four cables, each composed of 8,000 wires, and measuring $9\frac{1}{2}$ inches in diameter, aggregate length of wire employed being more than 4,000 miles, whilst the entire weight of the bridge is 12,400 tons. Its cost was half a million dollars. It is constructed for the joint purposes of road and pedestrian traffic, and for the Great Western Railway of Canada.

There is a small toll levied on all passengers, and a custom-house officer will make a cursory and rapid search, lest any articles liable for duty are being carried across from the United States into the Dominion of Canada, or *vice versa*. From here we drive to the

WHIRLPOOL RAPIDS AND DOUBLE ELEVATOR,

situated on the American side, about one hundred rods below the Railway Suspension Bridge—the finest and most interesting spot about Niagara Falls. This delightful spot is visited by many thousands of people annually on account of the wild and magnificent grandeur of its scenery. The river here turns abruptly to the right, forming an elbow, and as the waters rush against the opposite banks, a whirlpool is formed, on which logs, and often bodies, have been known to float many days.

The river in the centre is estimated by the engineers to be eleven feet and a half higher than on each shore, and the visitor often wonders how the “Maid of the Mist” ever passed down here and lived.

There is no perpendicular fall, or external outlet at the whirlpool. The distance across it is one thousand feet; perpendicular height of the banks, three hundred and fifty feet. Here they have a magnificent Double Elevator, worked by a water-wheel some two hundred and fifty feet below the top of the bank, which enables

the visitor to reach the water's edge without fatigue. Here bursts upon the view one of the most beautiful and sublime sights to be seen in the world. Through a narrow gorge rush, in their tumultuous and maddening course, all the waters of the great Upper Lakes. The immense under-current forces the water in the centre thirty or forty feet higher than at the edges.

The ever-varying changes the waters constantly undergo are indescribably beautiful and fascinating. One is never tired of gazing at this wondrous scene. The surrounding scenery is in keeping with the raging stream. It is a solemnifying prospect, and few can gaze upon it without feeling that they had attained to a higher conception of the awful power and might of the Eternal. The rocky banks of the river, plainly showing the different strata, exhibit the wonderful handiwork of nature.

From this point the finest view of the Railway Suspension Bridge can be obtained. To look at this beautiful structure from the water's edge, at this point, one could almost believe the fairies built it. It was near this spot that Blondin crossed the gorge on a rope, with a man on his back. No visitor should leave Niagara without visiting this delightful and romantic spot. *Words cannot express the grandeur of this scene; it is acknowledged by all to be one of Nature's Grandest Works.* Reader, you have not seen Niagara until you have paid this place a visit. Out of the many thousands annually visiting the Whirlpool Rapids, on the American side, none have gone away dissatisfied, but all are more than ever impressed with the tremendous magnificence of Niagara. While the view from the Canadian side may be said to supply the general outlines of the picture, that from the American reveals it in all its completeness.

"MAID OF THE MIST."

It is now a matter of history how this tiny steamer which conveyed tourists under the spray of the great Horseshoe Fall successfully escaped the hands of the sheriff, by passing through the whirlpool.

She left her moorings, about a quarter of a mile above the old Suspension Bridge, June 15, 1861, and sprang



"MAID OF THE MIST" GOING THROUGH THE WHIRLPOOL RAPIDS—(AMERICAN SIDE.)

boldly out into the river, to try one of the most perilous voyages ever made. She shot forward like an arrow of light, bowed gracefully to the multitude on the Bridge, and with the velocity of lightning passed on her course. Many beheld this hazardous adventure, expecting every instant she would be dashed to pieces and disappear for-

ever. Amazement thrilled every heart, and it appeared as if no power could save her. "There! there!" was the suppressed exclamation that escaped the lips of all. "She careers over! she is *lost*! she is *lost*!" But, guided by an eye that dimmed not, and a hand that never trembled, she was piloted through those maddened waters by the intrepid Robinson, in perfect safety, and subsequently performed less hazardous voyages on the St. Lawrence.

On this trip there were but three men on board, the pilot, engineer, and fireman.

She is the only craft, so far as is known, that ever made this fearful trip, and lived. Though the pilot had performed many hazardous exploits in saving the lives of persons who had fallen into the river, yet this last act in taking the "Maid of the Mist" through the whirlpool is the climax of all his adventures.

THE DEVIL'S HOLE

Is a large triangular chasm in the bank of the river, three and a half miles below the falls. The Bloody Run, a ravine so called from a sanguinary engagement between two hostile Indian tribes, falls into this chasm.

Another very attractive point of interest which the tourist will wish to visit is the

WHIRLPOOL RAPIDS PARK.—(CANADIAN SIDE.)

This new and attractive resort (always in the shade after noon) is situated on the Canadian side of the Niagara River Rapids, one minute's walk north of the R Road Suspension Bridge, and is reached by a double hydraulic gravitating elevator running down to the water's edge. From thence, picturesque, shady and level

walks wind along the edge of the mighty rapids, passing a superb fountain throwing up spray to the height of one hundred feet, across a rustic bridge, beneath which rushes a beautiful cascade, making three distinct leaps from the cliffs over two hundred feet above the river. At the grandest point of the rapids a rustic platform has been constructed, projecting forty feet over the wildest part of the river, affording the most sublime view of these wonderful rapids. Beneath this platform is the Boiling Well which bubbles up with mighty impetuosity, bidding defiance to the raging rapids. The price of admission is fifty cents and no further charge. Special arrangements for admission can be made for excursion and picnic parties upon application to Peter Secord, proprietor, Clifton, Ont.



THE WHIRLPOOL.

Landed at the edge of the Grand Rapids below, the visitor finds himself in the midst of a scene of wild grandeur which is almost indescribable. For nearly 250 feet the cliffs rise in a nearly perpendicular line. Above them and across the gorge stretches the mighty Suspension Bridge, the passing trains looking like playthings in the distance. Beyond and through the frame work of dark green formed by the overhanging trees-

Niagara rushes ceaselessly, obscured at times by the clouds of white mist that ascend to the sky, and for the very obscurity all the more grandly beautiful. Dashing, roaring, whirling on through the narrow passes, beating its way against the rocks that for ages have borne up against the shock, comes the accumulation of waters. Rising higher and higher as they flow onward, crying out almost in agony for more room to move, they are still hemmed in by the silent, awful cliffs. Dashing onward, driven forward by the never-ending flow from behind, they reach the most contracted part of the channel. Here for a moment it seems almost as if the mighty volume paused, unable to struggle further, and then, with renewed effort, impelled by some all-powerful but invisible force, it dashes up in one great column of 20, 30, 35 feet into the air, and with a noise of thunder bursts through the iron rocks that seek to confine it, and boiling, swirling, bubbling into crystal foam, at last it finds its way into the calm green channel beyond the gorge. When it is remembered that the river at this point is only 300 feet wide, that the Falls of Niagara present a front of one and a quarter miles, and that the flow of water over them averages four feet deep, it will be seen that the channel of the Whirlpool Rapids sinks to a depth of at least 200 feet. At no point near the Falls can the visitor obtain so good an idea of the great volume of water that forces its way through Niagara River, and consequently the Whirlpool Rapids Park has at once taken front rank as a point of interest. It should be visited by every one who comes to Niagara Falls.

THE THREE SISTERS.

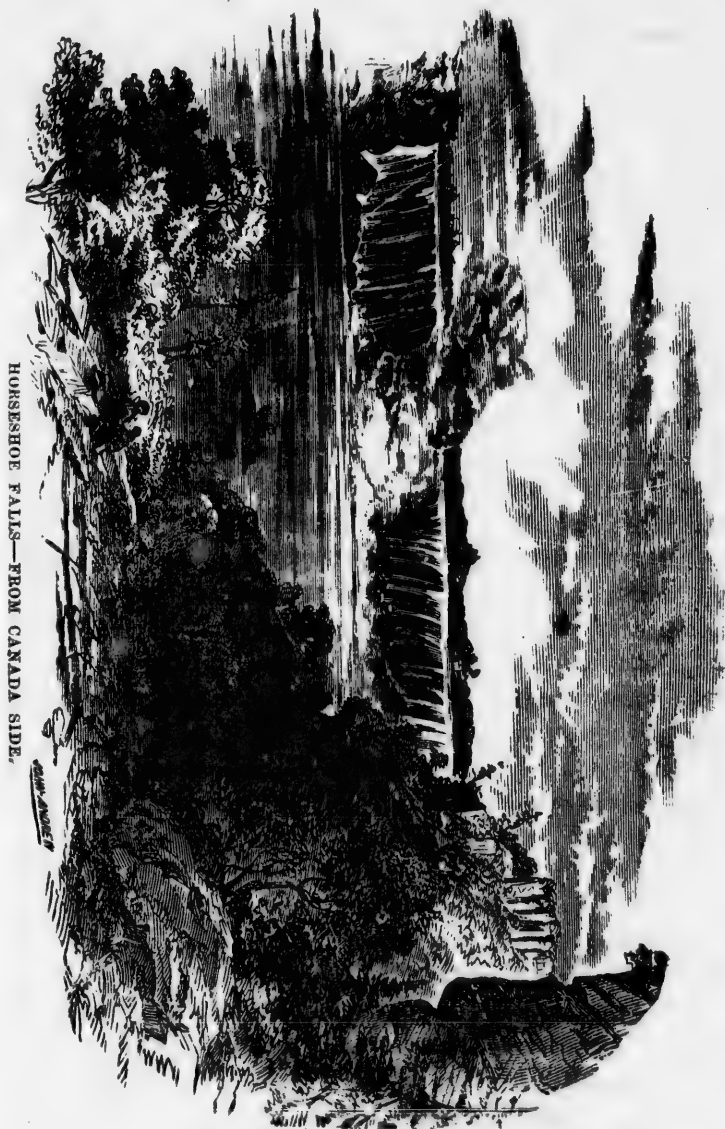
These are three small islands, lying side by side, near

the head of Goat Island. The remotest of this group is the island from which Mr. Joel R. Robinson rescued a Mr. Allen in the summer of 1841. Mr. Allen, having started just before sun-down for Chippewa, (a village three miles up the river on the Canada side,) had the misfortune to break one of his oars in the midst of the river. The current caught his boat and bore it rapidly towards the Falls. As his only hope of safety, he steered with the remaining oar for the head of Goat Island, but, failing to strike that, he was bearing swiftly past this little island when, knowing that the alternative was certain doom, he sprang for the land, and reached it with but little injury. Having matches in his pocket, he struck a signal light at the head of this island, but it was not seen until morning. Mr. Robinson rescued him by means of a boat and cable.

The first of the sisterhood, or the island nearest you, is called Moss Island. That feathery show of a cataract between yourself and Moss Island is called the Hermit's Cascade, from its having been the usual bathing place of Francis Abbot, the Hermit of Niagara.

THE HERMIT OF THE FALLS.

As we think it will be interesting, we will relate the story of this strange person. About twenty-five years ago, in the glow of early summer, a young stranger of pleasing countenance and person made his appearance at Niagara. It was at first conjectured that he was an artist, a large portfolio, with books and musical instruments, being among his baggage. He was deeply impressed with the majesty and sublimity of the Cataract and the surrounding scenery, and expressed an intention to remain a week, that he might survey them



HORSESHOE FALLS—FROM CANADA SIDE.

at his leisure. But the fascination, which all minds of sensibility feel in the presence of that glorious work of the Creator, grew strongly upon him, and he was heard to say that six weeks were insufficient to become acquainted with its beauties. At the end of that period he was still unable to tear himself away, and desired to "build there a tabernacle," that he might indulge in his love of solitary musing, and admire at leisure the sublimity of nature. He applied for a spot on the Three Sisters' Island, on which to erect a cottage after his own model; one of the peculiarities of which was a draw-bridge to insure isolation. Circumstances forbidding compliance with this request, he took up his residence in an old house on Iris Island, which he rendered as comfortable as the state of the case would admit. Here he remained about eighteen months, when the intrusion of a family interrupted his habits of seclusion and meditation. He then quietly withdrew, and reared for himself a less commodious habitation near Prospect Point. When winter came, a cheerful fire of wood blazed upon the hearth, and he beguiled the long hours of evening with reading and music. It was strange to hear in such solitude, the long-drawn, thrilling notes of the violin, or the softer melody of the flute, gushing forth from that low-browed hut; or the guitar breathing out so lightly amid the rush and thunder of the never-slumbering torrent. Though the world of letters was familiar to his mind, and the living world to his observation, for he had travelled widely, both in his native Europe and the East, he sought not association with mankind, to unfold or to increase his store of knowledge. Those who had occasionally conversed with him, spoke with equal surprise and admiration of his colloquial powers, his command of

language, and his fervid eloquence ; but he seldom and sparingly admitted this intercourse, studiously avoiding society, though there seemed in his nature nothing of misanthropy or moroseness ; on the contrary, he showed kindness to even the humblest animal. Birds instinctively learned this amiable trait in his character, and freely entered his dwelling, to receive from his hands crumbs or seeds.

But the absorbing delight of his solitary residence was communion with Niagara. Here he might be seen at every hour of the day or night, a fervent worshipper. At the gray dawn he went to visit it in the veil of mist ; at noon, he banqueted in the full splendour of its glory ; beneath the soft tinting of the lunar bow he lingered, looking for the angel whose pencil had painted it ; and at solemn midnight he knelt at the same shrine. Neither the storms of autumn nor the piercing cold of winter prevented his visits to the temple of his adoration. There was, at this time, an extension of the Serappin Bridge, by a single beam of timber carried out ten feet over the fathomless abyss, where it hung tremulously, guarded only by a rude parapet. Along this beam he often passed and re-passed in the darkness of night. He even took pleasure in grasping it with his hands and thus suspending himself over the awful gulf ; so much had his morbid enthusiasm taught him to revel amid the terribly sublime. Among his favourite gratifications, was that of bathing, in which he indulged daily.

One bright but rather chilly day in the month of June, 1831, a man employed about the ferry saw him go into the water, and for a long time after observed his clothes to be still lying upon the bank. The poor hermit had taken his last bath. It was supposed that cramps might

have been induced by the chill of the atmosphere or the water. Still the body was not found, the depth and force of the current below being exceedingly great. In the course of their search they passed on to the Whirlpool. There, amid those boiling eddies, was the body, making fearful and rapid gyrations upon the face of the black waters. At some point of suction it suddenly plunged and disappeared. Again emerging, it was fearful to see it leap half its length above the flood, then float motionless as if exhausted, and anon spring upward and seem to struggle like a maniac battling with a mortal foe. For days and nights this terrible scene was prolonged. It was not until the 21st of June that after many efforts they were able to recover the body and bear it to his desolate cottage. There they found his faithful dog guarding the door. Heavily had the long period worn away while he watched for his only friend, and wondered why he delayed his coming. He scrutinized the approaching group suspiciously, and would not willingly have given them admittance. A stifled wail at length showed his intuitive knowledge of his master, whom the work of death had effectually disguised from the eyes of men. On the pillow was his pet kitten, and in different parts of the room were his guitar, flute, violin, portfolio and books scattered, the books open as if recently used. It was a touching sight; the hermit mourned by his humble retainers, the poor animals that loved him, and ready to be laid by strange hands in a foreign grave.

The motives that led this singular and accomplished being, learned in the languages, in the arts and sciences, improved by extensive travel, and gifted with personal beauty and a feeling heart, to seclude himself in the

HORSESHOE FALLS—FROM THE AMERICAN SIDE.



flower of youth from human society, are still enveloped in mystery. All that is known was that his name was Francis Abbott, that he was a native of England, where his father was a clergyman, and that he received from thence ample remittances for his comfort. These facts had been previously ascertained, but no written papers were found in his cell to throw additional light upon the obscurity, in which he has so effectually wrapped the history of his pilgrimage.

THE THREE SISTER BRIDGES.

These costly and substantial structures are built over the three channels which separate the Three Sisters from each other and from Goat Island, presenting new and grand views of the Rapids and Falls, unequalled from any other point. These three bridges combine strength and beauty. They are alike, being slightly convex, that is, higher in the middle than at either end, thus adding to their strength.

The ends are fastened into the solid rock. Two rods, two inches in diameter, pass under each bridge, and are also fastened into the rocks at either end. The peculiar construction of the railing adds much to their strength and beauty. A fourth island, or sister, was discovered while the bridges were being built; to it, a bridge has also been thrown. From the head of the third sister may be seen one continuous Cascade or Fall, extending as far as the eye can reach, from Goat Island across to the Canada shore, varying from ten to twenty feet in height. From this miniature Niagara rises a spray similar to that of the great Falls. The Rapids here descend fifty-one feet in $\frac{3}{4}$ of a mile, and they are one of the prominent features of Niagara.

Viewed from the Bridge they look like "a battle charge of tempestuous waves, animated and infuriated, against the sky." As they pass towards the falls the commotion becomes more deeply intense, and they struggle as if desiring to escape the tremendous abyss into which they are about to be hurled. Suddenly, as they approach the verge, resignation seems to come over them, and in apparent calmness they accept their fate, and in an instant pass beyond our view.

It is now nearly 200 years since the eye of the European first saw these wonderful rapids and falls. Father Hennepin, in 1678, was conducted by the Indians to this spot, and there beheld the "wonder of the World." For ages before his visit, and for nearly two centuries since, the mighty river has continued to flow in "floods so grand and inexhaustible, as to be utterly unconscious of the loss of the hundred millions of tons, which they pour every hour over the stupendous precipice."

"Still do these water roll, and leap, and roar, and tumble all day long; still are the rainbows spanning them a hundred feet below. Still, when the sun is on them, do they shine and glow like molten gold. Still when the day is gloomy, do they fall like snow, or seem to crumble away like the front of a great chalk cliff, or roll down the rock like dense white smoke. But always does the mighty stream appear to die as it comes down, and always from the unfathomable grave arises that tremendous ghost of spray and mist which is never laid, which has haunted this place with the same dread solemnity since darkness brooded on the deep, and that first flood before the deluge—Light—came rushing on creation at the Word of God."

Luna Island is beautifully placed just in the very

curve of the fall. This island, as it appears in its summer as well as its winter dress, is graphically described in "Picturesque America," from which we quote as follows : " It is pleasant enough in summer, for it has evergreens, trees and bushes, grasses and wild flowers in abundance, the atmosphere of spray by which it is surrounded being apparently favorable to vegetation. At night time, when there is a moon, a fine lunar bow is visible from the bridge that connects it with Goat Island, and hence its name. But the great glory of Luna Island is in the winter, when all the vegetation is encrusted with frozen spray. The grasses are no longer massed in tufts, but each particular blade is sheathed in a scabbard of diamonds, and flashes radiantly at every motion of the wind. Every tree, according to its foliage, receives the frozen masses differently. In some, especially evergreens, with pinnatifid leaves, each separate needle is covered with a fine coating of dazzling white. In others where the boughs and branches are bare, the spray lodges upon the twigs and gives to the eye cubes of ice that greatly resemble the uncouth joints of the cactus. In some evergreens the spray, being rejected by the oleaginous particles, forms in apple-like balls at the extremities of the twigs and the nooks of the branches. Those close to the verge of the fall are loaded so completely with dazzling heaps of collected frozen spray that the branches often give way, and the whole glittering heap comes flashing down in crumbling ruin. On the ground the spray falls in granulated circular drops of opaque white ; but, wherever there is a stone or a boulder, ice is massed about it in a thousand varying shapes. Let us peep down from the verge, and, regardless of the noise and the smoke of the waterfall, give our attention solely to the

ice. It stretches in great columns from the top to the bottom of the falls, and a colonnade is formed, such as one reads of in the fantastic stories of the East, where alabaster and marble, jade and porphyry, are carried to the skies in the tremendous palaces of pre-Adamite kings. The frozen spray descending upon these, covers them with a delicate tracery of flowers and ferns and even of resemblance to human heads, which is a beautiful and strange sight.

"In winter time we may not descend on the American side ; but, if we might, surely we should discern the most wondrous ice configurations along the verge of the pathway. The descent can be made at this time under the Table Rock ; and the visitor passes from the stairways into a defile of the kind that Dante dreamed of in his frozen Bolgia. Along the side of the rock walls are rows of stalactites, about the size of the human body, to which all of them bear a quaint resemblance. Upon the other side, massed along the verge of the bank, are ice-heaps that mount up fifty feet into the troubled air, some of them partially columnar in shape, but the majority looking like coils of enormous serpents, that have been changed by the rod of an enchanter into sullen ice.

"It must be remembered that, if winter gives much, it also takes away much. If it covers the trees and the grass with diamonds, and heaps up ice-serpents, and builds colonnades and spires and obelisks, it takes away a great part of the volume of the water, for the thousand rills that feed the great lakes have been rent from the hills by the fierce hand of the Frost giant, and clank around his waist as a girdle. Those who love colour and light, and majesty of sound, will do well to come in the

summer ; those who like the strange, the fantastic, and the fearful, must come in the winter. But the true lover of the picturesque in Nature, will come at both times. Each has its special charm ; each has some things which the other lacks ; but in both are features of transcendent beauty."

We shall now conduct our tourist to one spot on the Canadian side where, perhaps of all others, the finest view of the waterfalls can be seen. It is along the railway track that lies at the back of Mr. Zimmerman's house, where an open spot is reached, near a small reservoir immediately above the Falls. From this point of observation a scene is presented of such grandeur and magnificence, that our language would almost seem too meagre to furnish the words necessary to adequately describe it. As we gaze we realize to some slight extent the tremendous power of the fall as well as its height. A celebrated English visitor to this spot expresses his admiration in the following terms : " I now caught my first sight of that wondrous vision which is worth a pilgrimage from England to see. I have since had an opportunity of making it a study, and my conviction is that if there is anything in the world which defies at once description and analysis, and which excites in the beholder by turns, ideas of grandeur, beauty, terror, power, sublimity, it is expressed in that one word—Niagara. I have seen it in the most of its summer aspects. I have gazed upon the marvellous panorama from the rapids above, to the whirlpool below. I have looked up to it from the river, and down upon it from the Terrapin tower. I have bathed in its light, and been drenched with its spray. I have dreamed over it through the hot afternoon, and have heard it thunder in the

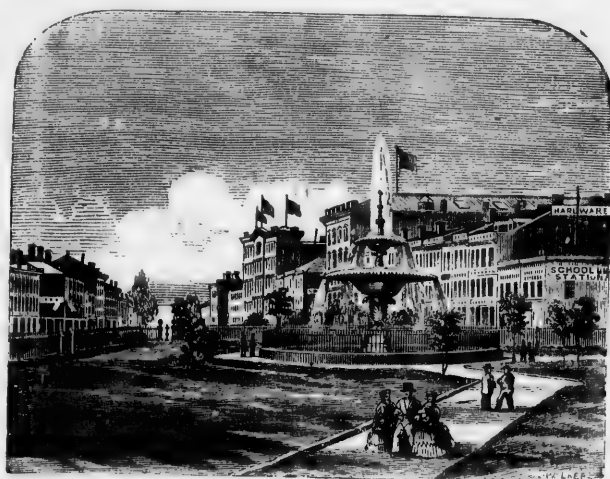
watches of the night. On all the headlands, and on all the islands, I have stood entranced and wondering, while the mist has shrouded it, and while the sun has broken it into rainbows. I have seen it fleecy as the snow flake; deepening into the brightest emerald; dark and laden as the angriest November sky,—but in all its moods there is instruction, solemnity, delight. Stable in its perpetual instability; changeless in its everlasting change; a thing to be 'pondered in the heart' like the revelation to the meek Virgin of old; with no pride in the brilliant hues that are woven in its eternal loom; with no haste in the majestic roll of its waters; with no weariness in its endless psalm—it remains through the eventful years an embodiment of unconscious power, a living inspiration of thought, and poetry, and worship,—a magnificent apocalypse of God."

TO DETROIT AND CHICAGO.

From Niagara Falls, via Hamilton, Paris and London, by the Great Western and Michigan Central Railways.

As in all likelihood many of our tourists who have never visited these large Western cities, may desire whilst at Niagara to take a run—even if only for a brief period—to the principal business localities in the Western States, we have thought it desirable, and as a matter of convenience to the travelling public, to refer to the Western States of America, which are not only worthy and will amply compensate for any time spent in visiting them, but which really ought to be seen by all those who consider themselves travellers. It is needless to say that we refer to the fine cities of Detroit, in the State of Michigan, and Chicago, in the State of Illinois. A few hours' ride over the Great Western Railway, from Sus-

pension Bridge, through a pleasant country around Thorold, the crossing point of the great Welland Canal around the Falls of Niagara, and we come to St. Catharines, with a population of 10,900, pleasantly situated, favourite as a place of residence, and noted for its mineral springs of much efficacy. Thence passing Grimsby, situated near the shore of Lake Ontario, we arrive at the beautiful

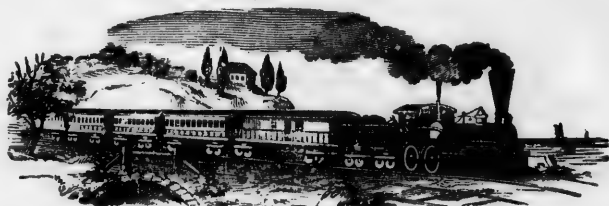


CITY OF HAMILTON, SHOWING THE GORE ON KING STREET.

CITY OF HAMILTON.

THIS city was laid out and settled in 1813. It is built on a plateau of slightly elevated ground, winding around the foot of a hilly range, which extends from Niagara Falls, and which here receives the name of "The Mountain." The streets are wide, and for the most part cross each other at right angles. King street, the principal thoroughfare, runs through the entire breadth of the city. Near the centre of this

street is a large open space known as "The Gore," and a little north is Market Square, on which stands the spacious public building used as civic offices and a market. The banks and many of the churches are handsome structures, and on the rising ground approaching the mountain, are many elegant residences. The city contains about 25 churches, several banks, a (Wesleyan) Female College, and a large number of manufactories. Hamilton is the headquarters of the Great Western Railway




of Canada, and here the general offices, engine shops and workshops are located. The population of the City is about 27,000, and the City is 43 miles from Suspension Bridge, and 187 miles east from Detroit.

At Hamilton connections are made for Toronto and all the eastern Canadian cities; via., the Grand Trunk Railway, also by boat on the Lake for Toronto and all points on the St. Lawrence River.

Continuing our journey we pass west from Hamilton seven miles, to Dundas, with many manufactures and very fine scenery. From here the country through which the train passes is unimportant, until arriving at Harrisburgh, where connections are made northward to Berlin, Guelph, and the Grand Trunk Railroad to Paris, which is a thriving town with important water power and manufactories of various kinds. Here connections are made north-westward to Goderich and Lake Huron;

south-eastward to Buffalo by Goderich, branch of the Grand Trunk Railroad. Travelling forty-seven miles west from Paris, through a fine agricultural district, in which the scenery is pleasantly diversified, our olfactory nerves become indicators of the presence of an industry—petroleum refining,—which is extensively engaged in in that part. This brings us to the beautiful

CITY OF LONDON,

 ONE hundred and nineteen miles west from Suspension Bridge, and one hundred and ten miles east of Detroit, with a population of 21,000. It is situated in the midst of the finest agricultural region of Canada. It is the centre of several diverging lines of railway. It is favorably known for its White Sulphur Springs and its extensive manufactures. The streets, and many of the public buildings are called by the same names as those of old London. The little stream which passes, is dubbed the Thames, and Westminster and Blackfriars Bridges lead us across its narrow line. The public buildings are very fine, and its numerous churches are choice in architectural design.

London has made many fine improvements during the past year which are worthy of notice, especially the new water-works, which are located about five miles below the city on the River Thames. London has also a new gas company, which has been chartered during the past year, so the city is now lighted with gas at about half the price of any city in the Dominion. A Company has also been formed, and is now in operation, for heating all the business houses as well as private dwellings with steam. So far this new enterprise has proved a complete success. London has important rail-

way connections:—Northward to St. Mary's *via* the Grand Trunk Railroad ; southward to Port Stanley on Lake Erie ; westward to Petrolia (Oil-Centre), and Port Sarnia, at the entrance of the St. Clair River, into Lake Huron.

A further ride of 110 miles will bring the tourist to the town of Windsor, in Canada, and a few minutes more



CITY OF LONDON, FROM THE TOWER OF ENGLISH CATHEDRAL.

occupied in crossing the river by the Steam Ferry will land him in the City of Detroit and Michigan Central Depot, where direct connections are made for the West, North and North-West, as well as South and South-West and all points in Michigan, by the popular Michigan Central Railway. By this line we continue our journey westward to the

CITY OF DETROIT.

DETROIT is one of the oldest cities on the continent, having been founded as a French Missionary Station in 1670. The city, which is known as the "City of the Straits," extends along the Detroit River for about 3 miles, and is built up about $2\frac{1}{2}$ miles from the water. The streets are wide and beautifully shaded by trees. The churches are numerous, and in many instances very beautiful; the private residences are surrounded by spacious grounds, tastefully ornamented, and the stores and public buildings are metropolitan in size and appearance. The principal buildings worthy a visit are the Custom House and Post-Office on Griswold street. The Board of Trade Building and the Michigan Central Freight Depot should by all means be seen. It is of immense size and costly construction, 1,250 feet long and 102 wide; is an immense room without partitions or pillars, and is covered by a self-supporting iron roof. Here is also located the great Locomotive Round House, also large Grain Elevators. The new Opera House is likewise worthy of inspection. The most notable churches are St. Paul's (Episcopal), with the peculiarity of having a roof without columns; Christ, St. John's and Grace, all of the same denomination; Fort Street Presbyterian; Central Methodist (Episcopal); St. Paul (Catholic); St. Anne's (Catholic), with very fine choir, etc. Detroit has also elaborate water-works, as well as large manufacturing and shipping interests in grain and provisions, etc. Detroit is always a pleasant place to visit. In summer, pleasure excursions are a daily occurrence, and the beautiful river affords ample opportunity for the members of the Detroit "River Navy," with its fleet of a couple of hundred yachts, to exercise before the gaze of

assembled thousands on the shore, who gather to witness the grand "Reviews" each season. We would advise the Tourist to visit the pretty Cemetery and the outskirts of the city, which in all directions are very fine, and will well repay a drive or a long "constitutional." As regards hotel accommodation, we can recommend the "Russell House," on Woodward Avenue, as a first-class hotel, containing all modern improvements, with every comfort required by the most fastidious.

DETROIT TO CHICAGO.

The Tourist having finished his sojourn at Detroit, the next place he will wish to visit is the "New York" of the West. Probably, most of our pleasure-seekers may have already visited the Lion City, but to those who have not made the journey within the last few years, we would advise them by all means to extend their absence from home for at least a few days, and go and see the march of progress being made by our western friends. Taking the splendidly equipped train of the Michigan Central Railway from the Union Depot at Detroit, and after ten hours of as comfortable travelling, over one of the finest road-beds, with well ballasted track, laid with steel rails, as can be obtained on the continent, you will find yourself in Chicago.

Leaving Detroit by this popular route the train passes through the suburbs of this beautiful city for a distance of three miles to Grand Trunk Junction, where connections are made with the Grand Trunk and Detroit branch of the Lake Shore and Michigan Southern Railways. Seven miles west we pass Dearborn, where the Detroit Arsenal is situated, near Rough River. The next

place of importance to the traveller is Ypsilante, thirty miles west from Detroit, which is a beautiful town of Michigan, having a population of 5,500; here is located the State Normal School. Passing along the Huron River for a distance of eight miles we arrive at Ann Arbor, which is a very large and handsome town of 7,500 inhabitants, finely situated on an elevated plateau, with beautiful shrubbery and many handsome buildings; the University of Michigan is located here and is an institution of wide influence, with varied courses of study; it contains a very fine observatory, as well as other attractive features. Leaving this enterprising town we continue our journey westward, and passing through a very fine agricultural section of country we find the broad acres of Michigan are fast being transformed into happy homes and finely cultivated farms; all of the different towns and villages through which we pass are growing fast both in size and influence, and the evidences of industry and thrift are visible on every hand. Having travelled 38 miles without stopping we arrive at Jackson 76 miles from Detroit and 208 from Chicago. Jackson has a population of 14,000, and is a thriving and very enterprising city; it is the county seat of Jackson County, situated on both sides of the Grand River, at an elevation of 440 feet above Lake Michigan, which has many manufactures, and an important coal trade from the mines in the immediate neighborhood. Jackson has also very extensive railway connections; it is the southern terminus of the Saginaw Division of the Michigan Central Railway, and the south-eastern terminus of the Grand Rapids Division of the Michigan Central Railway; it is also the eastern junction of the Air Line Division with the main line of Michigan Central, as well as the

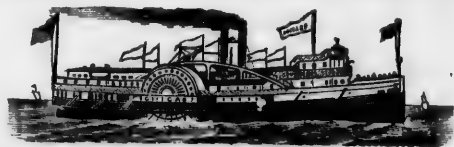
northern terminus of Fort Wayne, Jackson & Saginaw R. R. ; and the Lake Shore & Michigan Southern Railway from Adrian make connections at this point. Leaving Jackson 20 miles distant is Albion with a population of 1,700; here the Albion College is located. Twelve miles west of Albion we arrive at Marshall, where the trains both east and west remain 20 minutes for refreshments—the meals first-class in every respect. Marshall has a population of 4,650, where are located the extensive repair shops of the company; it also has large paper manufactories. Resuming our journey for thirteen miles we arrive at Battle Creek, an extensive manufacturing town with a population of 5,325; the extensive flour mills here located are worthy of special notice by the traveller; here is to be seen one of the finest water powers in the State. From Battle Creek west for a distance of 23 miles the Michigan Central Railway passes through the very garden of the State, where are to be seen some of the finest farms, with their golden fields of grain presenting to the traveller a beautiful picture, until arriving at Kalamazoo, which is one of the largest towns in the State, with much shaded beauty, and has many very handsome residences, and is the seat of a Baptist College and the State Insane Asylum—one of the best managed institutions of its kind in the country. Kalamazoo is a very thriving manufacturing and commercial town, with a population of 11,750, and is 144 miles west from Detroit and 140 east from Chicago, with extensive railway connections, north-west to Grand Haven and Lake Michigan, also to Grand Rapids; south-eastward to Fort Wayne, and from Kalamazoo by Lawton (with extensive iron works) we arrive at Niles, 47 miles from Kalamazoo, 191 miles

from Detroit, 93 miles from Chicago, with a population of 5,000. Niles is a town of considerable commercial and industrial importance, situated on the St. Joseph River; it is the western junction of the Air Line of the Michigan Central Railway, which connects with the main line; it is also the northern terminus of the South Bend Division of the Michigan Central. Niles is also the most important town in Berrien County. Continuing our journey still through a beautiful section of country for 27 miles, we reach New Buffalo, which is the western terminus of the Chicago and West Michigan Railway; at this point all trains of the Michigan Central Railway make close connections for all points on the eastern shore of Lake Michigan. New Buffalo is a modern town of 1,450 souls; from here 10 miles further on we pull up at Michigan City, 228 miles from Detroit and 56 from Chicago; where connections are made with the Louisville, New Albany & Chicago, also the Indianapolis, Peru & Chicago Railways. Michigan City is situated on the extreme southern point of Lake Michigan; it is the lumber port of Northern Indiana, with a population of 4,000; here is located one of the two Indiana State Prisons. From this important station we hasten on our journey to Chicago, by the town of Lake, 21 miles distant from Michigan City; this is the eastern terminus of line to Joliet; 21 miles west from here lies Kensington, where connections are made with the main line of the Illinois Central. From Kensington we pass through a fine section of country over the rolling prairies of Illinois, on through the suburbs of Chicago, until we arrive in the Union Depot, at the foot of Lake street, where direct connections are made in the same depot for all points west, east, north and north-west, south and south-west. The distance

travelled between Detroit and Chicago, by the Michigan Central Railway, has been 284 miles.

For description of Chicago see Western appendix.

In returning to the east, if our tourist can spare the time, a most enjoyable and healthful trip may be made by taking the steamers of the Goodrich line to Milwaukee,



or by Railway, on the Chicago, Milwaukee and St. Paul Road, or Chicago & North Western trains, and thence by the Detroit & Milwaukee Company's steamers to Grand Haven, where they connect with the railway owned by that Company running to Grand Rapids and Detroit. From our own experience we can truly say, that in fine weather this is a most lovely journey.

GRAND HAVEN AND SPRING LAKE.

THE curative properties of the Grand Haven and Spring Lake mineral waters, together with the fine air and good hotels, have given these points a position among the noted watering places of America, scarce dreamed of by their founders. Annually large numbers flock to the life-giving waters, while many come to escape the heated atmosphere of more southern climes.

Few people form a true conception of the great celebrity these waters are justly gaining. They hear and speak of Grand Haven as being a place of healing waters, and summer resort, but do they, or do you, gentle reader, know how largely these waters are being used, and how many people come to Grand Haven every year to enjoy

its beauties? The principal hotels are the Cutler and Kirby, which are first-class in every detail.

While at Grand Haven, the guest may enjoy the unequalled facilities for boating and fishing to be found there. Boating is always a pleasure, and we know of no finer opportunity to enjoy a row or sail than presents itself at Grand Haven. The visitor may proceed down the river to its mouth, and, with lady friends, picnic on the beach of grand Lake Michigan—that great unsalted sea—or he may go up the river and eat his lunch on the banks thereof, where may be found many charming places; or, may pause at Spring Lake, that pleasant place to troll for black bass. In fact, the pen fails to record the truly deserving praise which the tourist will utter when on the spot, viewing with his own eyes the loveliness of the wood and water, and taking with his own hand the struggling fish.

GRAND RAPIDS, (Mich.)

IS a very beautiful and flourishing city, the second in the State, and 31 miles from Grand Haven; has nearly 35,000 inhabitants, and many large manufacturing. It is a miniature Chicago in business enterprise and rapidity of growth. The tourist will not regret a day spent in Grand Rapids. It has many attractions for the stranger that become positively charming upon a closer acquaintance. The beautiful and varied charms of Reed's Lake claim attention, among others of as attractive a nature. This lovely sheet of water lies three miles from the city, and is reached by street cars that run at frequent and regular intervals. Once on the spot, boats can be procured for rowing or sailing on the water,

and fishing tackle for ensnaring the finny denizens of the deep. There are also steam yachts for the use of picnic parties or individuals, and plenty of secluded spots for the pleasure and enjoyment of those who seek shady nooks and sequestered dells. To the devotees of Terpsichore, those who delight to "trip the light fantastic toe," the excellent dancing halls and fine music provided will prove irresistibly attractive. There is a good hotel at Reed's Lake, which is well patronized by the fashionable people of the city.

From Grand Rapids we shall make a slight detour *via* the Grand Rapids and Indiana Railroad to Northern Michigan, for Grayling, Bass and Trout. If you are fond of fishing you cannot do better than take a trip to the Northern portion of Michigan, which is easily reached from this point *via* the Grand Rapids and Indiana Railroad, now popularly known as the

"FISHING LINE,"

presenting many attractions to the invalid, the tourist and the sportsman.

The triangular portion of Michigan, lying between the Straits of Mackinaw on the north, the Grand Rapids and Indiana Railroad on the east, the Manistee River on the south, and Lake Michigan with its indentations on the west, offers a hitherto comparatively unknown region with many spots which, once visited, always command a return. The mighty sea, that

"Breaks o'er its cold gray stones,"

can not surpass in beauty the bays of Lake Michigan. The streams swarm with the finest fish, and the many beautiful lakes scattered throughout the forests are rare jewels set by the hand of Nature. Entrancing views, a

bracing and invigorating atmosphere, with plenty of sport, certainly should not be overlooked by the pleasure-seeker and sportsman. To the Grand Traverse region we draw particular attention. It is embraced in the counties of Leelanau, Grand Traverse, Antrim, Charlevoix, and Emmet.


HEALTH.

The healthfulness of this region, like its scenery and fishing, is unsurpassed. The soil is dry, there is no stagnant water, and the air is clear and bracing. Fever and ague, while existing in other parts of the State, are scarcely known here; indeed, the atmosphere and pure water seem to be *the* panacea for these ills. Many people annually visit Traverse City, 145 miles from Grand Rapids on the Grand Rapids and Indiana Railroad. The visitor, upon alighting from the cars, finds himself upon a narrow peninsula of sand, formed between the Boardman river and the Grand Traverse Bay. On facing the bay, he looks with wonder at the vast stretch of water before him. Away to the north, it reaches as far as eye can discern. The shores of the bay, heavily fringed with evergreen, are reflected in the clear, bright water, with a witchery charming to behold. The water of the bay, and of all the streams in this region, is remarkably pure and clear. In the bay, a piece of crockery, or any white object, can be distinctly seen at the depth of thirty feet or more.

Traverse City is one of the best sporting centres in the far-famed Grand Traverse region. The bay affords the rare sport of trolling, and the still rarer sport of deep water fishing for Mackinac trout. The inland lakes in the vicinity are numerous and well stocked with black and

rock bass, pickerel, muskallonge, etc.; the Boardman river, emptying into the bay at this point, is one of the finest trout streams in Northern Michigan; the Manistee, the famous grayling stream, is easily accessible, while the whole surrounding country is marked by brooks and smaller streams, every one of which appears to be the native home of the speckled trout. Among the principal lakes in the immediate vicinity are: Cedar Lake, 3 miles; Bass Lake, 8 miles; Betzie Lake, 12 miles; Long Lake, 8 miles; Carp Lake, 7 miles; Boardman Lake, $\frac{1}{2}$ mile; while a dozen of smaller lakes or ponds within a radius of twelve miles furnish easy and excellent fishing. At Traverse City, tents, boats, teams, guides, fishing tackle, bait, and all the et ceteras of camp life, or for a day's fishing, can be procured at reasonable rates.

MACKINAW.

 HIS lovely island is one of the finest Summer Resorts in Northern Michigan. Its locality, scenery, bathing, boating and fishing present irresistible attractions to the tourist, invalid, and sportsman. For hay fever and asthmatic affections, its air offers speedy relief. Many people regularly resort to Mackinaw Island every summer for the cure of these diseases.

The objects of interest and curiosity are British Landing, Friendship's Altar, Scott's Cave, Sugar Loaf, Arch Rock, Fort Holmes, Maiden's Rock, Fairy Arch of the Giant's Stairway, Leaning Rock, Robinson's Folly, Devil's Kitchen, Lover's Leap, Skull Cave, Chimney Rock, Battle Ground, Parade Ground, Fort Mackinaw, Mission House, Island House and School House.

All of these points are accessible on foot or by carriage, and can be visited in a single day. Vehicles can always be obtained at fair rates. Nearly all the places can be visited by boat, also. For fishing parties or excursions to the adjacent islands or the mainland, a steam yacht is always in readiness. The cost of this trip, when prorated, hardly ever amounts to more than \$1.00 each.

For the history and various legends attached to all these truly interesting places, we have no space, but an accurate account of the island from the first occupation by the whites, down through the various Indian raids and massacres, can be purchased on the island at the leading stores.

Mackinaw is also reached by the steamers of the Northern Transit Co., from Chicago ; or the steamers of the Lake Michigan & Lake Superior Co., from Chicago.

Alpena is most readily accessible from Detroit to Bay City via the Detroit & Bay City R. R. From Bay City, a steamboat leaves for Alpena every day except Sunday, at 1.30 p.m., and arrives at Bay City from Alpena daily, except Sunday, at 5.30 p.m. During the present season there will be a steamer three times a week between Alpena and Mackinaw Island.

A very attractive trip could be made through this locality, taking in St. Louis with its Magnetic Springs, then returning to Bay City taking steamer to Alpena, where a stay can be made delightful in the extreme. As special low rates of fare will be in vogue for this business, the trip will be so cheap that doubtless many will be attracted thither during the present season.

FIISH OF NORHERN MICHIGAN.

The Grayling, unlike the Trout, do not hide beneath

roots and logs, but lie motionless on the clear white sand, and will rise from a depth of ten feet to what seems to them a delicate morsel, but which in reality is a "brown hackle," which is the most killing fly for the June fishing. The "black gnat" is also good. Like the trout, they will sometimes refuse to rise to the tempting fly; then, if you wish, resort to angle worms or a bit of pigeon or red squirrel, and you will be pretty sure to take them. One could not pass a week or two more delightfully than on some grayling stream. They are chiefly found on the Ausable, Muskegon, Grayling, Hersey, Pine and Boardman rivers.

Black Bass are found in almost every part of the State. The pluck, endurance and dominating kind of resolution which they plainly show against the right and propriety of their capture, give them rank among the denizens of fresh water, not essentially different from the Salmon of salt water.

Brook Trout, Pickerel, and Pike abound in the streams and afford fine sport to those who know how to fish. Besides varying the route from Grand Rapids, the traveler can continue his journey by the Detroit, Grand Haven & Milwaukee Railway to Detroit. From Detroit the Great Western Railway will convey the tourist back to Suspension Bridge (Niagara Falls).

Our stay at Niagara having drawn to a close, we must decide upon the route we shall take for Toronto. There are two means of getting there, one by water and the other by rail. On a sunny, calm day, nothing can be more pleasant than the water excursion, by either of the fine new steamers, "City of Toronto" or "Chicora," which daily make two trips each way across Lake Ontario.

between Toronto and Lewiston. If this route is decided on, the tourist will find the cars ready to take him to Lewiston. From Niagara to Lewiston the railway follows the course of the river, running along the high ridge overlooking the rapid stream, until we arrive at Lewiston Station. Omnibuses and cabs will be found in attendance to take passengers down to the steamer, which lies about half a mile off. Another route open to the tourist is that by the Canada Southern Railroad, which leaves Fort Erie, opposite Buffalo, N. Y., and skirting the shore of the Niagara River runs past Niagara Falls, and terminates at the old town of Niagara, at the mouth of the river of the same name, where connection is made with the steamers referred to, as starting from Lewiston, N. Y.

LEWISTON.

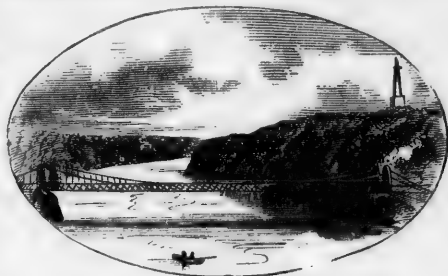
THIS village is situated at the head of navigation, on the lower Niagara, and is a place of considerable importance. It lies three miles below the Devil's Hole, and seven miles below the Falls.

It is an exceedingly pleasant and very well built village, but its commercial prospects have been very much injured by the construction of the Erie and Welland Canals. It contains, besides a proportionate number of stores and hotels, churches of all the various denominations, and an academy of considerable size. In 1812, it was the headquarters of General Van Rensselaer, of the New York Militia.

Once embarked, we pass along Niagara River for about seven miles, the current still running very rapidly, until it finds its way into Lake Ontario.

QUEENSTON.

This is a small village situated nearly opposite Lewiston, and contains about 200 inhabitants. It was the Canadian termination of the bridge, and is associated in history with the gallant defence made by the British on the adjacent heights in the war of 1812. The bridge here shown was unfortunately carried away by ice



QUEENSTON SUSPENSION BRIDGE.

during the winter of 1864. The village is pleasantly situated, but it has suffered from the same causes that have retarded the growth of Lewiston. Near this point the river becomes more tranquil, the shores appear less broken and wild, and the change in the scenery affords a pleasing transition from the sublime to the beautiful. The Monument shown on page 122 stands on the Heights of Queenston, from whence the village derived its name. The present structure occupies the site of the former one, which was blown up by a miscreant named Lett, on the 17th April, 1840. The whole edifice is one hundred and eighty-five feet high. On the sub-base, which is forty feet square and thirty feet high, are placed four lions, facing north, south, east and west; the base of the pedestal is twenty-one and a-half feet square, and ten feet high; the pedestal itself is sixteen feet square, ten feet high, surmounted with a heavy cornice, ornamented with lions' heads and wreaths, in alto-relievo. In ascending from the top of the pedestal to the top of the base of the shaft, the form changes from square to round.

The shaft is a fluted column of freestone, seventy-five feet high and ten feet in diameter, whereon stands a Corinthian capital, ten feet high, on which is wrought, in relief, a statue of the Goddess of War. On this capital is the dome nine feet high, which is reached by 250 spiral steps from the base on the inside. On the top of the dome is placed a colossal statue of General Brock.



BROCK'S MONUMENT.

The only stoppage made between Lewiston and Toronto is at the town of Niagara, 16 miles from the Falls. Passengers from the Clifton House can be brought by the cars down to this town without crossing to the American shore, and embark on board the "City of Toronto" here.

NIAGARA.

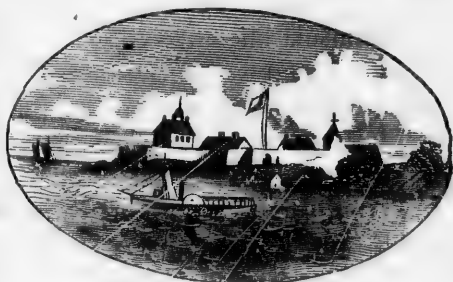
THIS is one of the oldest towns in Ontario, and was formerly the capital of the Province. It is situated where the old town of Newark stood, and is opposite to Youngstown. It faces the river on one side, and Lake Ontario on the other. The trade of this place has been largely diverted to St. Catharines since the completion of the Welland Canal; and the other towns upon the Niagara River have suffered in common from the same cause. Its surroundings are full of varied and historical interest. The Queen's Royal Niagara Hotel, under the

management of Mr. Winnett (of the firm of McGaw & Winnett, of the Queen's Hotel, Toronto) is open for guests during the summer season.

Almost immediately after leaving Niagara village, we pass between the two Forts, Niagara and Massasauga, the former garrisoned by American troops and the latter, in by-gone days, by the soldiers of Her Majesty Queen Victoria. These two forts are so close together, that it is said, on a calm night, the watch-words as given by the troops on changing guard could be heard distinctly from one side to the other, across the water.

FORT NIAGARA.

This fort stands at the mouth of the Niagara River on the American side. There are many interesting associations connected with this spot. During the earlier part of the past century, it was the scene of many severe conflicts between the Whites and the Indians, and subsequently between the



FORT NIAGARA.

English and the French. The names of the heroic La Salle, the courtly De Nouville, and the gallant Prideaux, will long retain a place in the history of this country. The village adjacent to the Fort is called Youngstown, in honour of its founder, the late John Young, Esq.

Within the last few years important repairs have been made around the Fort, and the entire wall has been

constructed anew. Here was fought the battle of the 24th July, 1757, in which Prideaux, the English General, fell, and after which the French garrison surrendered to Sir William Johnson, who succeeded to the command of the English.

From this point we strike out into the lake, and in the centre almost lose sight of the land behind, before we discern the city of Toronto, immediately in front of us. The view of Toronto from the water is very fine indeed, and its public buildings and wharves shew it to be a city of importance and prosperity.

TORONTO

The Capital of the Province of Ontario and one of the most flourishing cities in the Dominion. It is situated on a beautiful bay separated from the lake by a peninsula known as Gibraltar Point, which serves to form a safe and well-sheltered harbor.

The tourist will doubtless desire to remain in Toronto for a day or two, and visit the points of interest. We will, therefore, direct him where we can assure him of every comfort and attention. The "Queen's" Hotel is first-class in all its appointments, and is situated near the Bay on Front street. The Rossin House, corner of York and King streets, also offers good inducements, and is largely patronized by commercial men. Between these we leave our tourists to choose for themselves, confidently stating that at either house they will be well cared for.

Toronto was formerly called York, but once more resumed its original Indian name in 1834. Its streets are broad and well laid out, and the city generally is built of a light-colored brick, of a soft, pleasing tint. Its public

CITY OF TORONTO—FROM THE LAKE.

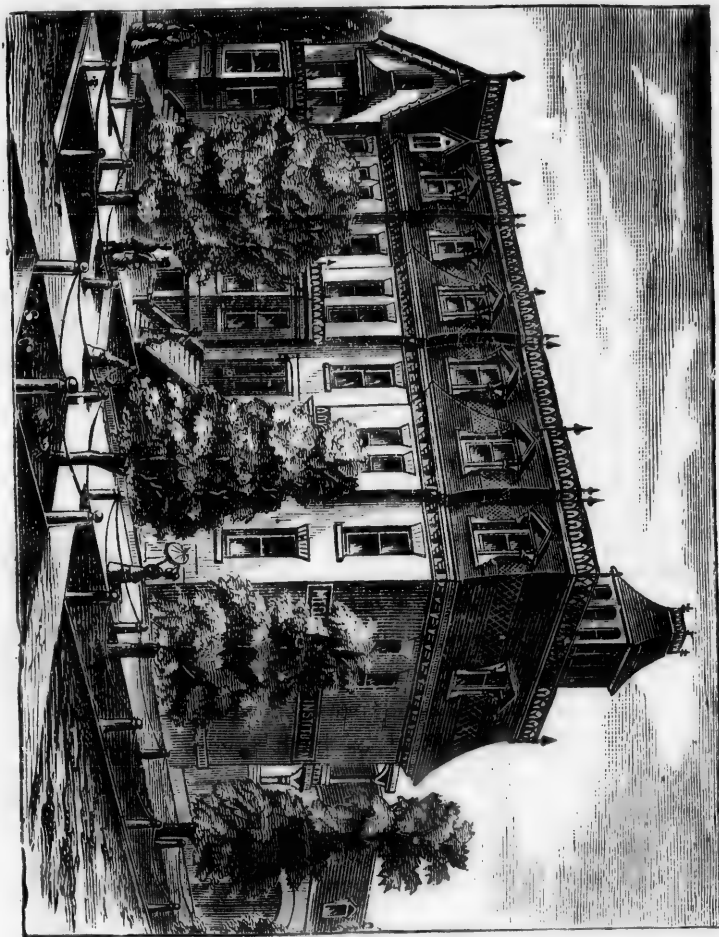


buildings are very substantial, and many of them beautiful. It is the seat of Law and Provincial Government, and the headquarters of the Educational Department of the Province. The principal buildings are Osgoode Hall (named after the first Chief-Justice of the Province), a fine structure, classic in its design ; the Lieut.-Governor's mansion, a princely residence ; the Normal School and Trinity College, both fine edifices. The University is one of the finest buildings in America, and estimated second to none on this side of the Atlantic as a seat of learning. The style of architecture is Norman, with such slight deviations as the climate demands. It is beautifully situated in Queen's Park, a noble public park whose avenues are ornamented with stately trees, and adorned by a monument of Her Majesty Queen Victoria, and that erected in honor of the Toronto Volunteers who fell during the first Fenian Raid in 1866. The Lunatic Asylum, Custom House, Merchants Exchange, Government School of Technology, the new Post Office, are all worthy the notice of the tourist. There are over 50 churches, and about 15 banks, and many of these edifices are strikingly beautiful. The manufacturing interests are very great, and almost every branch of industry is here carried on in its perfection. Its fine harbor affords great facilities for extensive traffic, and lines of steamers run daily to all ports East and West. Five lines of railway also connect the city with all places of importance.

THE TORONTO MEDICAL AND ELECTRO-THERAPEUTIC INSTITUTION.

The tourist in quest of health would be amply repaid by a visit to this famous sanitarium, situated at the corner of Gerrard and Jarvis Streets, diagonally opposite

the First Baptist Church. The accompanying wood-cut will give the reader a pretty correct idea of its exterior. It has been justly described as "a commodious, extensive



and beautiful building," and is a credit to the two finest streets in the city, at the intersection of which it stands. Opened about five years ago by its present proprietors

on a comparatively humble scale, it has since been twice enlarged to meet the requirements of an ever-increasing business; and at the time of this writing a still further addition is approaching completion, in the shape of separate sitting and treatment rooms, &c., for gentlemen, which will give greater space in the main building for the use of the ladies' department. A steam laundry is also just finished, and provided with all modern conveniences.

For the enduring thrift and popularity indicated by these successive enlargements there must be, of course, a sufficient and substantial cause; and this is to be found in the marvels which have been wrought in the cure of disease—in many instances where the case had been pronounced hopeless—combined with the integrity, courtesy, and good business management of the proprietors and their assistants.

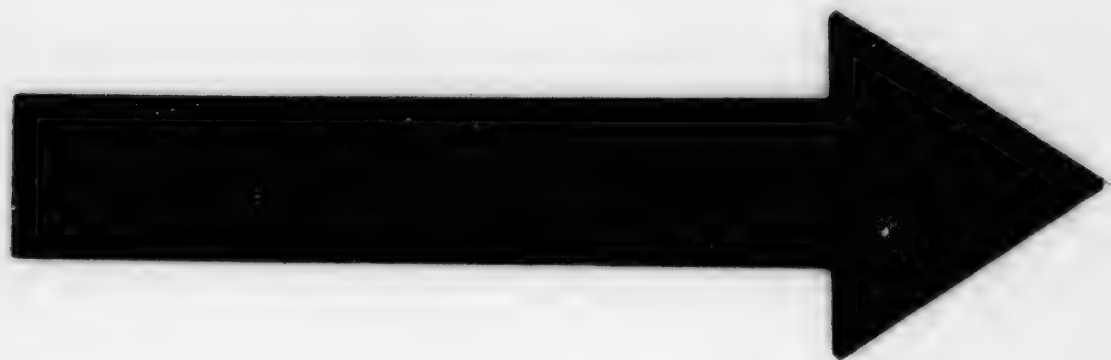
The Institute is fitted up with the special view of enabling invalids to live on the premises and receive treatment, whether surgical, medical, or otherwise. The physicians confine themselves to no one system of treatment, but use whatever remedies promise the best results. While ELECTRICITY, in various forms and combinations, is the great specialty, appliances have been procured for giving almost every kind of bath favourably known, including galvanic, vapour, hot air, mineral, rain, spray, douche, sitz and full baths. A feature of this establishment *which will recommend itself peculiarly to ladies*, is that here the diseases of women are treated by eminent lady physicians.

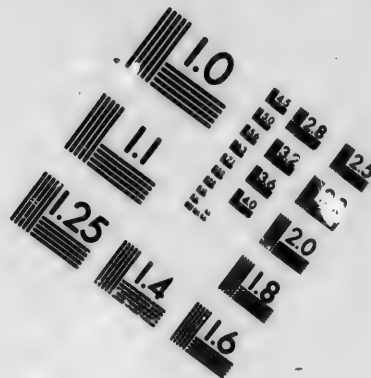
The ladies' department is situated on the main floor, where a variety of baths and electric appliances are in constant use. The central division of this floor is occu-

pied by consultation rooms, waiting rooms and offices ; while the corner division is fitted up with parlors and reception rooms. In the basement are placed the baths and douches used in the water treatment, together with the MEDICATED BATHS. In another portion of the basement is the bright and airy dining-room, and adjacent to it the culinary department. The upper floors are divided into bedrooms, which afford accommodation for numerous guests ; and every room in the establishment, from the kitchen to the dining-room, parlors and bedrooms, is handsomely furnished, neat and homelike. The building is well shaded, and provided with a large balcony and grounds for exercise, while in the rear of the latter are found the new and pleasant rooms for gentlemen, the office of the business manager, the boiler-room, laundry, &c."

We observe that the Canadian and American press speak in highly eulogistic terms of this popular "Health Resort," and some papers have endeavoured to define its object and indicate its methods of treatment, but no more exact description of it can be given than is furnished in the following paragraph from the circular issued by the proprietors :—

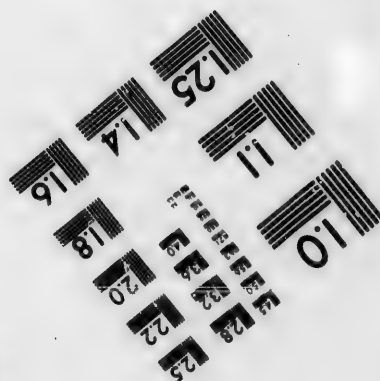
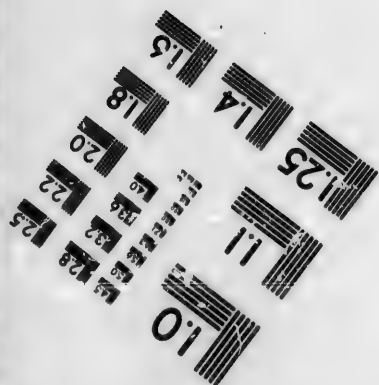
"The Toronto Medical and Electro-Therapeutic Institute is not a water cure, nor a diet cure, rest cure, air cure, movement cure, *nor infirmary where drugs are relied upon*, for the reason that not any one of these names is an exponent of *its leading idea*. It is a Hygienic Institute, in which all the natural agencies, as air, water, food, sunlight, *electricity, exercise, rest*, and recreation are brought into use for the restoration of the sick ; where obedience to the laws of one's organism is enjoined as one of the first requisites for recovery. It is a PLEASANT





Resolution Test Chart Labels:

- 1.0
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Photographic Sciences Corporation

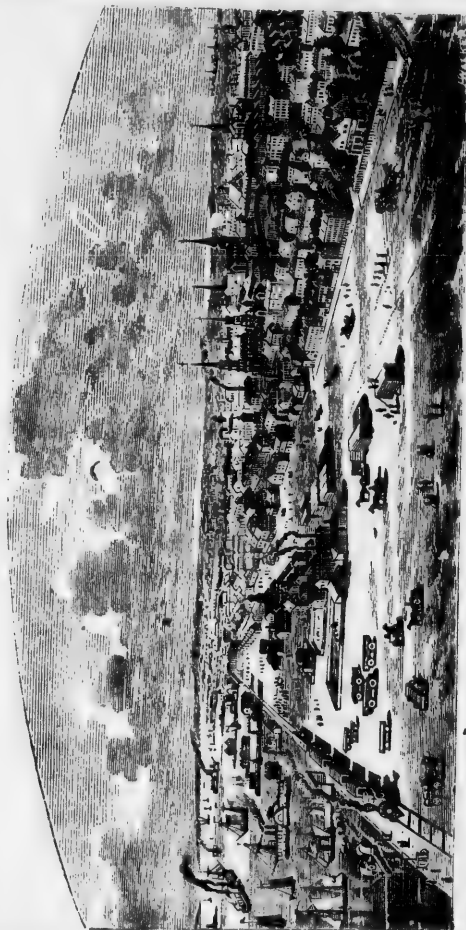
23 WEST MAIN STREET
WEBSTER, N.Y. 14580
(716) 872-4503

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130 *All-Round Route and Panoramic Guide.*

HOME FOR INVALIDS, where they can find not only pleasant surroundings, home comforts, and skilful nursing, but skilful and scientific treatment by experienced



CITY OF TORONTO—FROM NEAR THE RIVER DON.

and [thoroughly educated physicians, aided by all the remedial agents, processes and appliances known to the medical profession."

Having viewed Toronto, we arrange for the continuation of our tour eastward, which may be done either by boat or rail. If we choose the former, we avail ourselves of the superior accommodation afforded by the boats of the Richelieu & Ontario Navigation Co. (Royal Mail), which leave their wharf daily for Montreal. Travellers can go on board, obtain their state-rooms, and make the passage of the Lake; but "as variety is charming," our tourists can, if they prefer it, go as far as Kingston by the Grand Trunk Railway, on one of the Pullman Palace Cars, which are now attached to both day and night trains upon this railway, and there take the steamer. This is one of the advantages of taking a joint ticket at Niagara Falls, which enables the holder to travel by either rail or boat, and in this way the option of conveyance is with the passenger, giving him the opportunity of consulting his own convenience or inclination, after arrival at Toronto. Tourists arriving from Niagara Falls can have a few hours in Toronto, take the evening train, and reach Kingston in time to connect with the steamer which left Toronto the same day. For a short distance, the train runs along the banks of the Lake, which is then lost sight of altogether. After leaving Toronto, the first place of any importance we come to is

PORT HOPE,

which is situated sixty-three miles from Toronto. A small stream, that here falls into the Lake, has formed a valley, in which, and on the rising hills beyond, the town is situated. The harbor formed at the mouth of this stream is one of the best on the Lake. Port Hope is a very pretty town. On the western side, the hills rise gradually one above another, the highest summit, called

"Fort Orton," affording a fine prospect, and overlooking the country for a great distance around. The town is incorporated, and contains over 6,000 inhabitants.

COBOURG

lies 6 miles below Port Hope. It is a town of 5,000 inhabitants, and is situated in the centre of an exceedingly fertile section of the country. Its harbor is safe and commodious, and a large quantity of grain, iron ore, etc., is annually exported. It is very prettily laid out, and its streets are adorned with numerous elegant residences and public buildings, including the Town Hall and Victoria College (Wesleyan). The train stops about a quarter of an hour, to give travellers the opportunity of partaking of a very acceptable meal, that is ready for them in the Refreshment Room at the Station.

The tourist or business man will receive at the Arlington House every comfort and attention. From Cobourg a branch line runs up into the back-country to Peterborough. Having satisfied the wants of the "inner man," we resume our seats and pass onward to

BELLEVILLE,

a town of considerable importance situated on the Bay of Quinté, 44 miles from Cobourg. This town has rapidly grown during the past few years, and has now a population of over 7,000. It is well built, lit with gas, and possesses a fine harbor with an almost unlimited water power. It is the capital of the county of Hastings, and contains, besides the county buildings, many very handsome stores and churches, with a college, a convent, and very extensive factories and saw mills.

ADVERTISEMENTS.

ROUND ISLAND PARK HOUSE.



THIS MAGNIFICENT NEW HOTEL

has the finest location on the upper St. Lawrence, the matchless scenery of which is *visible from every room*. It is over 200 feet long, 58 feet wide, four stories high above the basement, and has a GRAND PIAZZA, 25 FT. HIGH AND OVER 500 FT. LONG, overlooking the surrounding scenery.

The observatory is 150 feet above the water,

and affords a view of Kingston, Clayton, Thousand Island Park, Alexandria Bay, Hub House, Cliff House, a score of islands in front, vast sheets of water, and the immense pleasure and business activity which characterizes the summer navigation of the St. Lawrence. This Hotel offers FIRST-CLASS ACCOMMODATIONS TO 400 GUESTS. Its large and pleasant apartments are newly furnished and well ventilated, numerous livery boats, with or without experienced oarsmen; the vicinity of such FISHING and HUNTING as to satisfy the most particular sportsman; the half-hour ferries which ply between its docks and Clayton and Thousand Island Park; Post, Express and Telegraph Offices; the various stores of the island, the graded avenues for drives, the walks for pedestrians, all united with social conveniences and religious privileges, offer unsurpassed attractions to the seeker after

Health, Rest and Enjoyment.

The bounties of the Table will include the substantial, delicacies and luxuries of the season.

No liquor sold at the hotel and none allowed to be sold on the island.

RATES - - - \$2.00 to \$2.50 PER DAY.

GEO. L. DAVIS, Supt.,

CLAYTON, N. Y.

ADVERTISEMENTS.

St. Lawrence Hotel.

FAR-FAMED THOUSAND ISLANDS

— AND —

ST. LAWRENCE RIVER.

ALEXANDRIA BAY, N. Y.

Season of 1880.

First-class in all its Appointments.

RATES, \$1.50 PER DAY.

FIRST-CLASS SAMPLE ROOMS IN CONNECTION WITH HOTEL.

*This Advertisement is given to caution the Public
against misrepresentations of this Hotel by other interests.*

HADSALL & WILMOT, Proprietors.

A. W. HADSALL

A. R. WILMOT.

KINGSTON,

which after Quebec and Halifax has the strongest fort in the Dominion. A settlement was begun here by the French under Governor De Courcelles in 1672, and was known as Fort Cataraqui. Subsequently a massive stone fort was erected by Count de Frontenac and received his name.

This Fort was alternately in the possession of the French and the Indians, until it was destroyed by the expedition under Col. Bradstreet, in 1758. In 1762, the place fell into the hands of the English, from whom it received its present name.

Kingston is 172 miles from Montreal, and at this point we purpose leaving the train, and continue our journey by water. In order to reach the boat, the omnibusses in waiting at the station will convey us to the city, which is distant about one mile. The best hotel in the city is the British American ; W. Davis, proprietor.

The steamer which leaves Toronto in the afternoon is due early next morning, thereby enabling the tourist to view all the scenery down to Montreal by daylight. Leaving Kingston, we find ourselves entering amidst that wonderful and beautiful collection of isles known as

THE THOUSAND ISLANDS.

These islands commence near Kingston, and extend downward to Brockville, a distance of over 50 miles. They form the most numerous collection of river islands in the world, and consist of about 1,800 woody and rocky islets of every imaginable shape, size and appearance, some being mere dots of rock a few yards in extent, others covering acres, thickly wooded, and presenting the most charming appearance of rich foliage conceiv-



CITY OF KINGSTON.

able. At times our vessel passes so close to these islands, that a pebble might be cast on their shores ; while looking ahead, it appears as though further progress was effectually barred, when rounding the points amid winding passages and bays, the way is gradually opened before us. Again the river seems to come to an abrupt termination. Approaching the threatening shores, a channel suddenly appears, and you are whirled into a magnificent amphitheatre of lake, that is, to all appearance, bounded by an immense green bank. At your approach the mass is moved as if in a kaleidoscope, and



FORT HENRY—MARTELLO TOWER,
CEDAR ISLAND.



LIGHTHOUSE ON ONE OF THE
THOUSAND ISLANDS.

a hundred little isles appear in its place. Such is the charming scenery presented on this beautiful route. It is a famous spot for sporting ; myriads of wild fowl of all descriptions may here be found ; and angling is rather fatiguing than otherwise, from the great quantity and size of the fish. On one of these islands Mr. George M. Pullman, of palace car fame, has erected a handsome summer villa.

These islands, too, have been the scene of the most exciting romance. From their great number, and the labyrinth-like channels among them, they afforded an admirable retreat for the insurgents in the Canadian insurrection of 1837, and for the American sympathizers

with them, who, under the questionable name of "patriots," sought to overthrow the British government in Canada. Among these was one man, who, from his daring and ability, became an object of anxious pursuit by the Canadian authorities. Here he found a safe asylum, and through the devotedness and courage of his daughter, whose skilful management of her canoe was such, that with hosts of pursuers she still baffled their efforts at capture, while she supplied him with provisions in these solitary retreats, rowing him from one place of concealment to another, under the shadow of night.



VIEWS AMONG THE THOUSAND ISLANDS.

But, in truth, all the islands which are so numerously studded through the whole chain of the magnificent Lakes, abound with materials for romance and poetry, and many are the traditions of the Indians. For instance on the Manitoulin Islands, the Indians believe that the "Manitou," that is the *Great Spirit*, (and hence the name of the islands,) has forbidden his children to seek for gold; and they tell you that a certain point where it is reported to exist in large quantities has never been visited by the disobedient Indian without his canoe being overwhelmed in a tempest.

THE THOUSAND ISLES.

BY HON. CALEB LYON.

THE THOUSAND ISLES, the Thousand Isles,
Dimpled the wave around them smiles,
Kissed by a thousand red-lipped flowers,
Gemmed by a thousand emerald bowers.
A thousand birds their praises wake,
By rocky glade and plummy brake,
A thousand cedars' fragrant shade
Falls where the Indian's children played;
And fancy's dream my heart beguiles
While singing thee, the Thousand Isles.
No Vestal Virgin guards their groves,
No Cupid breathes of Cyprian loves,
No satyr's form at eve is seen,
No dryad peeps the trees between,
No Venus rises from their shore,
No loved Adonis, red with gore,
No pale Endymion, wooed to sleep,
No brave Leander breasts their deep,
No Ganymede, no Pleiades—
Theirs are a New World's memories.
The flag of France first o'er them hung,
The mass was said, the vespers sung,
The freres of Jesus hailed the strands,
As blessed Virgin Mary's lands;
And red men mutely heard, surprised,
Their heathen names all christianized.
Next floated a banner with cross and crown;
'Twas Freedom's eagle plucked it down,
Retaining its pure and crimson dyes
With the stars of their own, their native skies.
There St. Lawrence gentlest flows,
There the south wind softest blows,
There the lilies whitest bloom,
There the birch hath leafiest gloom,
There the red deer feed in spring,
There doth glitter wood-duck's wing,
There leap the maskinonge at morn,
There the loon's night song is borne,
There is the fisherman's paradise,
With trolling skiff at red sunrise.
The Thousand Isles, the Thousand Isles,
Their charm from every care beguiles,
Titian alone hath grace to paint
The triumph of their patron saint,
Whose waves return on memory's tide;
Le Salle and Piquet side by side,

Proud Frontenac and bold Champlain
There act their wanderings o'er again;
And while their golden sunlight smiles,
Pilgrims shall greet thee, Thousand Isles.

Opposite the Thousand Islands, and on the American shore, stands the village of

CLAYTON,

a place of considerable importance as a lumbering port. Square timber and staves are here made up into large rafts, and floated down the St. Lawrence to Montreal and Quebec. These rafts are often very large, and, as they require a great number of men to navigate them, the huts erected for their shelter give them, as they pass down the river, the appearance of small villages. Many of the steamers and other craft that navigate Lake Ontario are built here.

ALEXANDRIA BAY

is the next port after leaving Clayton. It is built upon a massive pile of rocks, and its situation is romantic and highly picturesque. It is a place of resort of sportsmen. Some two or three miles below the village is a position from whence one hundred islands can be seen at one view.

We have now passed through the "Lake of a Thousand Islands," and leaving behind us the last of the great chain of lakes, we enter the River St. Lawrence, and speedily find ourselves at the thriving town of

BROCKVILLE,

125 miles from Montreal. It is on the Canadian side of the river, and is built on an elevation which rises from the shore in a succession of graceful ridges, being one of the prettiest towns in Canada. It received its name in

honor of the hero, General Brock, who fell at Queenston in 1812. It was laid out about 1802, and has grown rapidly since that date. It contains a number of public buildings, and is largely interested in manufactures. The population is about 7,000.

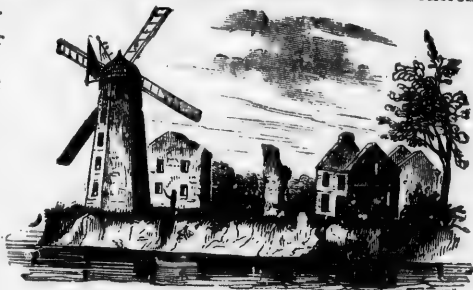
OGDENSBURG

Is situated on the American side of the river. In the year 1748, the Abbé François Piquet, who was afterwards styled the "Apostle of the Iroquois," was sent to establish a mission at this place, as many of the Indians of that tribe had manifested a desire of embracing Christianity. A settlement was begun in connection with this mission, and a fort, called "La Presentation," was built at the mouth of the Oswegatchie, on the west side. The remains of the walls of this Fort are still to be seen. In October, 1749, it was attacked by a band of Mohawk Indians, who, although bravely repulsed, succeeded in destroying the palisades of the fort, and two of the vessels belonging to the colony. The Abbé Piquet retired from the settlement soon after the conquest of Canada, returning to France, where he died in 1781. Ogdensburg has increased rapidly within the past few years, and has now a population of over 8,000.

The Ogdensburg and Lake Champlain Railroad which runs to Lake Champlain, a distance of one hundred and eighteen miles, and which connects at Rouse's Point with the railroad to Boston and Montreal, has its terminus here. The New England Transportation Co.'s Steamers, formerly known as the Collingwood line, connect here with the Ogdensburg and Lake Champlain Railway.

PRESCOTT

is situated on the Canada side of the St. Lawrence, opposite Ogdensburg, and contains 3,000 inhabitants. About a mile below the town of Prescott, at a place called "Windmill Point," are the ruins of an old stone windmill where, in 1837, the "Patriots," under



WINDMILL POINT.

Von-Schultz, a Polish exile, established themselves, but from which they were driven with severe loss. About five miles below Prescott is Chimney Island, on which the remains of an old French fortification is to be seen. The first rapid of the St. Lawrence is at this island.

At Prescott, those intending to visit Ottawa will leave the boat. Ottawa, the Capital of the Dominion, is fifty-four miles distant from Prescott, and the journey to it is performed by railway in three hours. We can confidently recommend this detour, on account of the claims of Ottawa itself, of which more anon.

Tourists wishing to make this trip can obtain return tickets at moderate fares, and join the steamer again at Prescott the following morning, and descend the rapids to Montreal, which is by far the most exciting portion of the whole journey.

Continuing our journey down the river, the next town on the American side is Waddington; and in the river over against it, is Ogden Island. On the Canada side is Morrisburg, which contains about twelve hundred inhabitants. A short distance below Morrisburg, on the

Canada side, is Chrysler's Farm, where, in 1813, a battle was fought between the English and the Americans. Thirty miles below Ogdensburg is Louisville, from whence stages run to Massena Springs, a place of popular resort and of beautiful surroundings, distant about 7 miles.

LONG SAULT.

The increasing swiftness of the current of the river soon reveals to us the fact, that we are about to enter the first of those remarkable and celebrated Rapids of the St. Lawrence. "Shooting the rapids" (as this portion of the voyage is termed) is a most exciting scene, but no one need fear the undertaking, as fatal accidents have been comparatively unknown. The rapid we now enter is known as the "Long Sault," so called from its extent,



VIEW IN THE LONG SAULT.

it being a continuous rapid of nine miles, divided in the centre by an island. The usual passage for steamers is on the south side. The channel on the north side was formerly considered unsafe and dangerous; but examinations have been made, and it is now descended with safety. The passage in the southern channel is very narrow, and such is the velocity of the current that a raft, it is said, will drift the nine miles in forty minutes.

The first passage made by a steamer down these ra-

pids was about 1840, and then, under the guidance of a celebrated Indian, named Teronhiahéré.

The rapids of the "Long Sault" rush along at the rate of something like twenty miles an hour. When the ves-

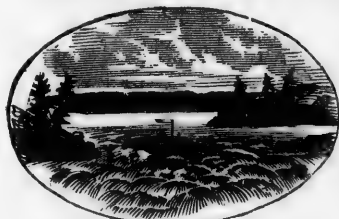


BAPTISTE, AN INDIAN PILOT, STEERING A STEAMER DOWN THE RAPIDS OF THE ST. LAWRENCE.

sel enters within their influence, the steam is shut off, and she is carried onwards by the force of the stream alone. The surging waters present all the angry appearance of the ocean in a storm ; the noble boat strains and

labors ; but unlike the ordinary pitching and tossing at sea, this going down hill by water produces a highly novel sensation, and is, in fact, a service of some danger, the imminence of which is enhanced to the imagination by the tremendous roar of the headlong, boiling current. Great nerve force and precision are here required in piloting, so as to keep the vessel's head straight with the course of the rapid ; for if she diverged in the least, presenting her side to the current, or "broached to," as the nautical phrase is, she would be instantly capsized and submerged. Hence the necessity for enormous power over her rudder.

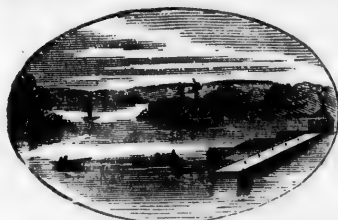
While descending the rapids a tiller is attached to the rudder itself, so that the tiller can be manned as well as the wheel. Some idea may be entertained of the force necessary to keep the vessel steady, while descending a rapid, when it requires four



RAFT DESCENDING THE RAPIDS.

men at the wheel and two at the tiller to ensure safe steering.

At the head of the rapids is a village of some 300 inhabitants and known as Dickinson's Landing. Cornwall,



ENTRANCE TO CORNWALL.



DICKINSON'S LANDING.

a pleasant town, is below the rapids at the entrance to the canal of the same name.



STEAMERS DESCENDING "LOST CHANNEL," LONG SAULT RAPIDS,

JOHN ANDERSON

After passing this place, the course of the St. Lawrence is entirely within Her Majesty's dominions.

ST. REGIS,

an old Indian village, lies six miles below Cornwall, on the opposite side of the river. It contains a Catholic Church which was built about the year 1700.

LAKE ST. FRANCIS

is the name of an expansion of the St. Lawrence which begins near Cornwall and St. Regis, and extends to Coteau du Lac, a distance of forty miles. The surface of this lake is interspersed with a great number of small islands. The village of Lancaster is situated on the northern side, about midway, of this Lake.

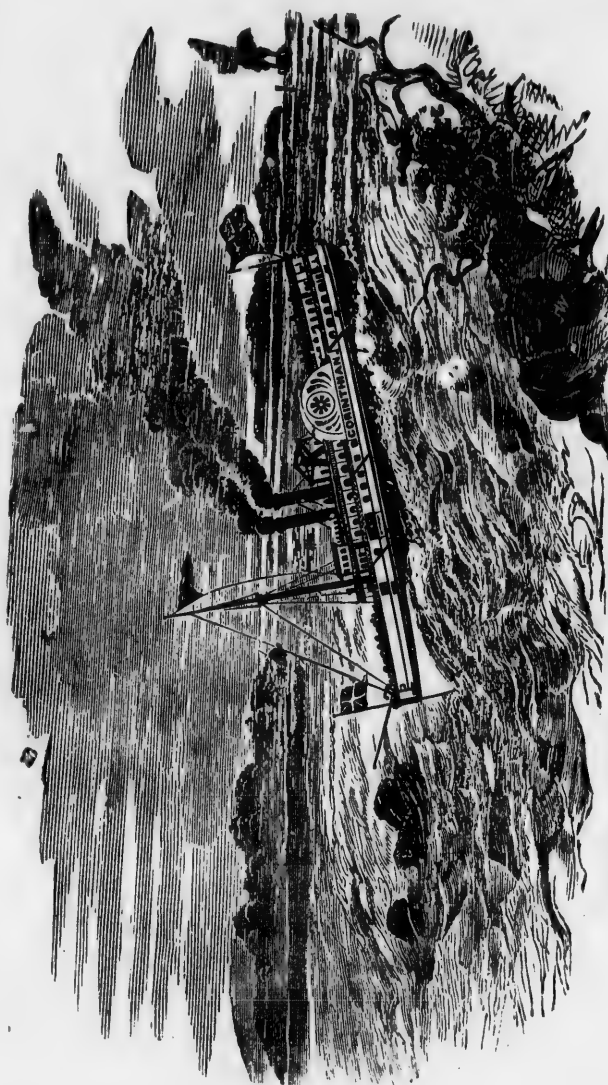
COTEAU DU LAC

is a small village situated at the foot of Lake St. Francis. The name as well as the style of the buildings denotes its French origin. It is also known as St. Ignace. Just below the village are the Coteau Rapids.

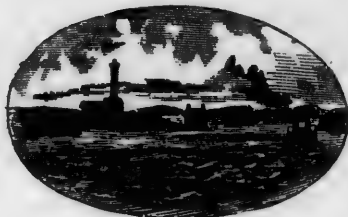
CEDARS.

This village presents the same marks of French origin as Coteau du Lac. The village is situated nearly opposite the Coteau Rapids.

In the expedition of Gen. Amherst (1759) a detachment of three hundred men, that were sent to attack Montreal, were lost in the rapids near this place. The passage through these rapids is very exciting. There is



STEAMER DESCENDING ONE OF THE RAPIDS OF THE ST. LAWRENCE.



CEDAR RAPIDS.

a peculiar motion of the vessel, which in descending seems like settling down, as she glides from one ledge to another. In passing the rapids of the Split Rock, a person unacquainted with their navigation will almost involuntarily hold his breath until this ledge of rocks, which is distinctly seen from the deck of the steamer, is passed. At one time the vessel seems to be running directly upon it, and you feel certain that she will strike ; but a skillful hand is at the helm, and in an instant more it is passed in safety.

BEAUHARNOIS

is a small village at the foot of the Cascades, on the right bank of the River. Here vessels enter the Beauharnois canal and pass around the rapids of the Cascades, Cedars and Coteau, into Lake St. Louis, a distance of fourteen miles. On the north bank, a branch of the Ottawa enters into the St. Lawrence. The river again widens into a lake called the St. Louis. From this place a view is had of Montreal Mountain, nearly thirty miles distant. In this lake is an island, beautifully cultivated, and belonging to the Grey Nunnery at Montreal. There are many islands in the vicinity of Montreal belonging to the different nunneries, and from which they derive large revenues.



CASCADES FROM ENTRANCE TO BEAUHARNOIS CANAL.

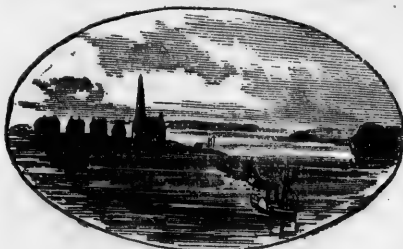
LACHINE.

This village is nine miles from Montreal, with which it is connected by railroad. It derived its name from the first settlers, who, when they reached this point thought they had discovered the passage which would lead them to China. The Lachine Rapids begin just below the village. The current is here so swift and wild that to avoid it a canal has been cut around the rapids. This canal is a stupendous work, and reflects much credit upon the energy and enterprise of the people of Canada.

Opposite to Lachine is the Indian village of

CAUGHNAWAGA,

lying on the south bank of the river near the entrance of the Lachine Rapids. It is said that the Indians who had



CAUGHNAWAGA VILLAGE.

been converted by the Jesuits were called "Caughnawagas," or "praying Indians." Hence its name. This was probably a misnomer, for they were distinguished for their pre-

datory incursions upon their neighbors in the New England provinces.

The Lachine Rapids, which we now enter, are considered the most dangerous of the series. They are, however, much shorter. Immediately after passing through the rapids, we pass the ancient village of Laprairie, on the south shore of the river. This place is interesting from the fact that the first railway in British North America was constructed from here to St. John's in 1836. It was first run by horses, then by steam, but was dis-

RAPIDS NEAR THE CEDARS—RIVER ST., LAWRENCE.



continued on the construction of the road known as the Champlain and St. Lawrence Railway, now a portion of the Grand Trunk. A ferry runs from the village to Montreal three times daily. Immediately after passing under Victoria Bridge, we pass the long wharf, used as a railway wharf by the Grand Trunk Railway, prior to the erection of the Bridge. We are now directly opposite the city of Montreal, the commercial metropolis and most important place in the Dominion, and destined to rival the population and the prosperity of some of the overgrown cities of the Old World.

Before landing her passengers, the steamers run alongside the Richelieu and Ontario Navigation Company's boat, and as a matter of convenience, transfer those passengers who intend going through to Quebec without remaining over in Montreal.

Having described the excitement of shooting the several Rapids, we would inform our tourist that in order to overcome those natural barriers to the water communication between Montreal and the Great West, a series of magnificent canals has been constructed by the Government. These canals are of ample dimensions to allow the largest steamers to ascend.

We shall now proceed with such of our party as desire to visit the Capital of the Dominion.

MONTREAL TO OTTAWA.

Securing tickets at Montreal, by the

OTTAWA NAVIGATION COMPANY,

the best route is to take the train to Lachine, which leaves the Bonaventure Street Depot every morning (Sundays excepted), at 7.15 p. m. o'clock, and there stepping on board the steamer "Prince of Wales, Captain

H. W. Shepherd, sail up the river. By this last route, we have a better opportunity of seeing the beautiful scenery of the St. Lawrence and Ottawa rivers, where they first meet. It is a bright morning, and the sun glances slantingly along the majestic waters, tinging with golden light the tips of the wavelets as they rise, one after the other, to greet his rays. A faint mist, like a delicate veil, spreads over the bosom of the river, on which one or two islets repose, as childhood sleeps on its mother's bosom, yet it does not conceal the enchanting beauty of the scene, but adds grace and loveliness to the charms, which it vainly strives to hide. It is soon dissolved, and the light breeze which has sprung up, carries it all away.

Away we go, stemming the current, until in due time, we reach Ste. Anne's, where are a succession of rapids which we avoid by going through a lock. More islets are here, round which the Ottawa bubbles and struggles in its course, while the pretty village of Ste. Anne's reposes in quiet beauty upon the bank. This village is considered the starting point for the Ottawa River, by all orthodox voyageurs, as the last church on the island of Montreal is situated here, and is, moreover, dedicated to their tutelary saint, from whom also the village takes its name. Emerging from the canal, again we enter the Ottawa, having left the St. Lawrence far astern, and after sailing about two miles, we find the shores recede on either hand, to about eight miles wide, and this recession continues for a distance of ten miles; for we are in the lake of the Two Mountains, so called from two mountains on the north side, rising four to five hundred feet from the water. The river divides here into four

branches, that which we have just come up, another which diverges towards the north-east, and forms the western boundary of the Island of Montreal, the third called the Dutchman's Chenal, and the fourth passing Vaudreuil around the Isle Perrot. There is the Isle Jesus, and beside it Pigeon's Island, on which are the ruins of an Indian village. For the purpose of guarding against the incursions of the Indians, the French built a fort on the Island of Montreal, opposite to the village, but both village and fort have now fallen into decay, and large trees are growing inside the ruined walls of the latter. This property has been recently bought by the Hon. J. J. C. Abbott, M. P., upon which he has built a beautiful villa, where he passes the summer months. A few miles further on we arrived at a fine wharf named Oka, situated in the Indian Village of the Two Mountains. This village is inhabited by the remnants of two tribes, the Iroquois and the Algonquins, as the village of Caughnawaga, opposite to Lachine, is by a remnant of the Iroquois. A Roman Catholic Church divides the settlements, as the people are all baptised into that Church. Three or four chapels stand on the mountain side. The highest peak of the Mountain is called Calvary, and on certain religious fetes of the Church it is frequented by both whites and Indians. Now we stop at the villages of Como and Hudson. Both these places are the resort of some of our Montreal friends, who pass the summer months there with their families. At the head of the Lake of the Two Mountains the banks contract, so that the river is not more than half a mile in width, and it continues thus narrow, for about a mile, when there is again an expansion, for the length of nine miles, forming the

Upper Lake of the Two Mountains. On the southern bank is the mountain Rigaud, where there is also a settlement of the same name. The river again contracts to the breadth of half a mile, and continues, sometimes broader, sometimes as narrow, until we reach Carillon. Great improvements have been made at this place by the Railway Company, by building new wharves and station houses, and here again the navigation is impeded by rapids. A railroad has been formed between the two stretches of navigable water, and by it we arrive at Grenville, whence we proceed by the steamer "Peerless," (Captain Bowie,) to L'Original, seven miles distant.

About 8 miles from L'Original, situated in the midst of a most charming country, is the most famous watering-place of Canada, the celebrated

CALEDONIA SPRINGS,

a place of much importance, which demands more than a mere passing notice.

Certainly these Springs should be ranked among the wonders of the world. They are three in number, possessing the most valuable and remarkable remedial properties, each of a perfectly different nature to the others, and all rising within a few feet of each other; two of them only four feet apart. The White Sulphur Spring is the only genuine one of that character known to exist north of Virginia, while it is doubtful if there is any Spring whatever of the nature and efficacy of the other two, known as the Saline and the Gas Springs.

Many analyses have at different times been made by distinguished persons; the following is that made by Dr. Sterry Hunt, of the Canadian Government Geolo-

gical Department under Sir Wm. Logan, in his report upon them :

THE GAS SPRING.

Discharge, four gallons per minute; gas evolved, carburetted hydrogen, 300 cubic inches per minute; pleasantly saline to the taste; by exposure deposits white sediment of earthy carbonates; reaction distinctly alkaline.

THE SALINE SPRING.

Distant from the gas spring, about 130 feet; discharge, ten gallons per minute; less strongly saline; reaction more strongly alkaline; contains no sulphuretted hydrogen, but evolves a small quantity of carburetted hydrogen.

THE WHITE SULPHUR SPRING,

Opening four feet distant from the last spring; discharge, four gallons a minute; feebly sulphurous taste and odor. Efficacy of this spring over all others in Rheumatic and Cutaneous affections is well attested.

ANALYSIS.

	Gas.	Saline.	White Sulphur.
1. Chloride of Sodium.....	48.77250	45.08630	26.90100
2. Chloride of Potassium.....	.21658	.20720	.16100
3. Bromide of Sodium.....	.10553	.11872	.07028
4. Carbonate of Lime.....	1.03600	.82250	1.47000
5. " Soda.....	.33999	1.23340	3.19660
6. " Magnesia.....	3.68340	2.62068	2.05800
7. " Iron.....		Traces.	Traces.
8. " Manganese.....		"	"
9. Iodide of Sodium.....	.00371	.01022	"
10. Sulphate of Soda.....			.12131
11. " Potash.....	.03696	.03360	
12. Alumina.....	.03080	Traces.	.01865
13. Silica.....	.21700	.29750	.58800
14. Carbonic Acid.....	2.44300	2.04400	.98790
15. Water.....	6943.11453	6946.52588	6964.42726
	7000.00000	7000.00000	7000.00000
Carbonic Acid in 1000 cubic inches...	19.5	14.7	7.2
Solid Matter in 1000 parts.....	7.7775	7.347	4.9406
Temperature of Water.....	44.4°	45°	46°
Temperature of Air.....	61.7°	60°	60°
Specific Gravity.....	1006.2	1003.8	1003.7

These Springs maintain the same flow and temperature at all periods of the year, and are unaffected by the driest season, nor has the slightest change in their relative component parts been discovered since they were first known.

The advantages derived by the use of White Sulphur waters, wherever occurring, by drinking and bathing, are universally admitted, but the pre-eminence of the Caledonia water rests in the peculiar combination of its rare medicinal qualities, and this water, employed with the Saline and Gas waters—of totally different medicinal natures, and all rising within a few feet of each other—according to the regimen prescribed at the Springs, afford

a specific for a wider range of affections and a promptitude in relief seldom to be met with elsewhere.

Of hundreds of persons yearly brought to Caledonia Springs by their necessities, it is safe to say that in no case diagnosed by a competent physician as coming under one of the heads of disease for which the waters are claimed as a specific, has relief failed to be met with, but, on the contrary, radical cure is the rule, and with a speediness surprising as well as pleasing to the patient.

In all cases of chronic rheumatism, gout, neuralgia, chorea, cutaneous diseases, chlorosis, barrenness, diseases of the eyes, skin, bladder, kidneys, liver and blood, constipation, dyspepsia, loss of appetite, want of sleep, fatigue, mental anxiety, vertigo, and in the eradication of mercury from the system, the efficacy of the Caledonia Waters will be found.

The best medical advice is always available at the Springs, and persons doubtful of the efficacy of the waters in particular cases, are invited, before coming on, to correspond with the regular attending physician, James McIntosh, Esq., M.D., M. C. P. & S., at Vankleek Hill, or during the season at Caledonia Springs, who will carefully consider each case and frankly state if a benefit is to be derived by the use of the waters or not, and thus perhaps be the means of saving many the expense of a fruitless journey, or reassure others, as the case may be. Dr. McIntosh, from an experience of sixteen years of the Caledonia Waters, is enabled to speak with the greatest confidence as to their action.

Of course, each case will require its special mode of treatment, but the ordinary manner in which the Caledonia waters are used is much as follows : The first thing on rising in the morning, two or more tumblers of

"Saline" water are drank ; if an interval is then allowed before breakfasting, particularly if employed in walking or other exercise, a hearty appetite will have developed itself ; after breakfast, the water will operate with a grateful gentleness and comfort possibly never before known. The sulphur bath is then usually taken ; this is of such temperature as may be considered proper, according to the nature of the case, and may not be necessary more than once in two or three days—certainly not oftener than once a day. For such cases as may require it, the vapor bath is available, and is much used by the more robust. During the day, drinking the sulphur water is in order, at the same spring from which the water for bathing is taken ; this acts on the blood, kidneys, bladder etc. In about a fortnight the system becomes impregnated with its qualities, but at least three weeks are required to be devoted to the springs to receive permanent benefit. At night the principal water used is the "Gas," which is said to induce happy dreams, and is the great dyspeptic water, many such sufferers confining themselves to it entirely. No nauseating or uncomfortable feeling follows the drinking of the Caledonia waters ; they seem to be at once absorbed into the system and to produce only an exhilarating feeling ; their taste is most palatable from the first, and their marvellous brilliance most inviting.

The invalid, the business man, in search of health or recreation, families desiring suitable summer homes, and the tourist or pleasure seeker, will find the attractions of the Caledonia Springs unrivalled. The healthfulness of the air and the invigorating effects of the waters upon all, and in particular cases their certain efficacy, continue to maintain the reputation pertaining to this popular resort for more than half a century past.

For young children, every advantage of the country retreat is to be here obtained, free from every danger, while the facilities for their amusement in all weathers are most ample.

The virtue of the waters appears to impregnate the atmosphere at the Springs, and every benefit to be derived from a sojourn at the sea-side is to be here obtained, while the temperature is very equable, rarely reaching a degree to be called excessive.

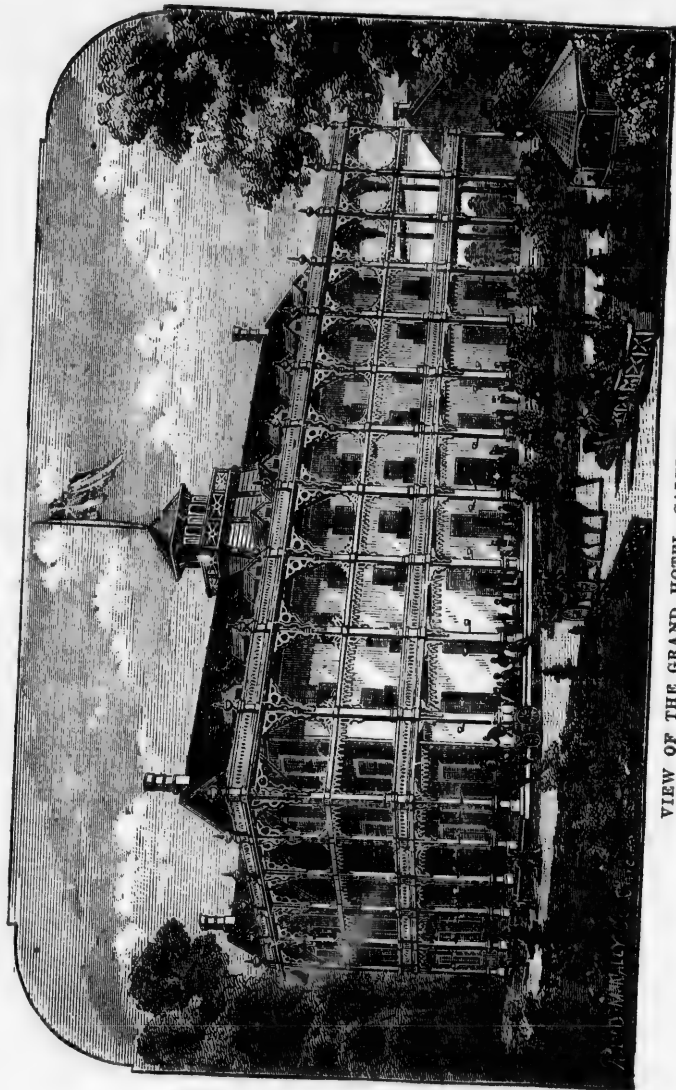
THE GRAND HOTEL, Caledonia Springs, which, with all its appointments is quite new, has ample accommodation for 300 guests. Bowling alleys, billiard, ball and bar-rooms, are in separate buildings.

Magnificent croquet and lawn tennis courts are provided, and convenient walks and drives within the Hotel grounds, together with the thousand and one means of amusement peculiar to the civilized summer resort.

The baths are in the main building, and in constant operation day and night, in charge of careful attendants, and the ladies' and gentlemen's departments quite distinct.

The entire premises are lighted with gas and heated with steam when required. Extensive laundry and other usual conveniences are maintained in connection. The whole comprises one of the finest summer establishments on the continent, and the management is of the highest standard.

Daily mail and telegraph office in the house. From the livery in connection, every description of turn-out can be obtained through the office, and excellent accommodation for visitors bringing their own horses. The GRAND HOTEL is open each year from the first of June to the first of October.



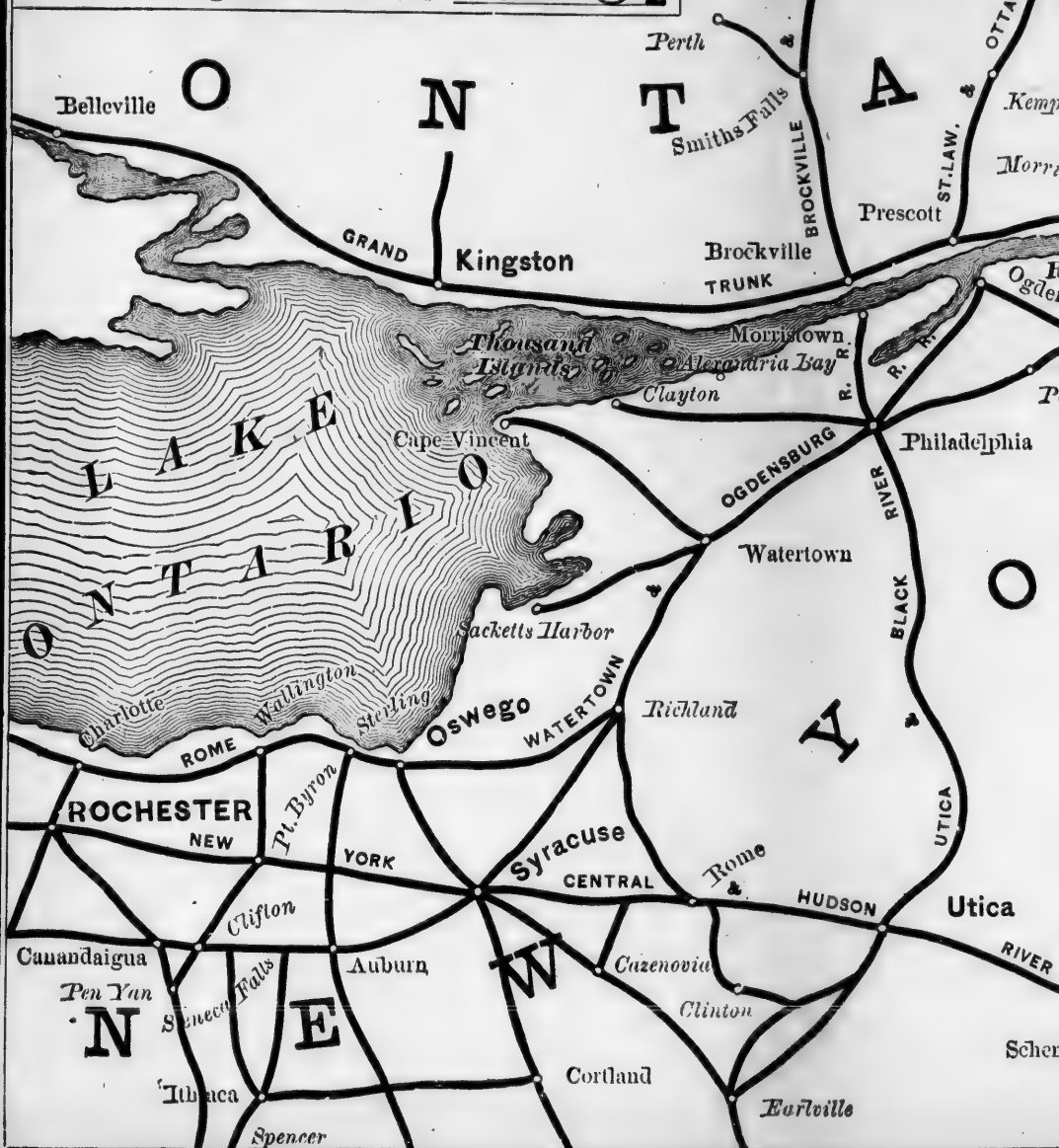
VIEW OF THE GRAND HOTEL, CALEDONIA SPRINGS.



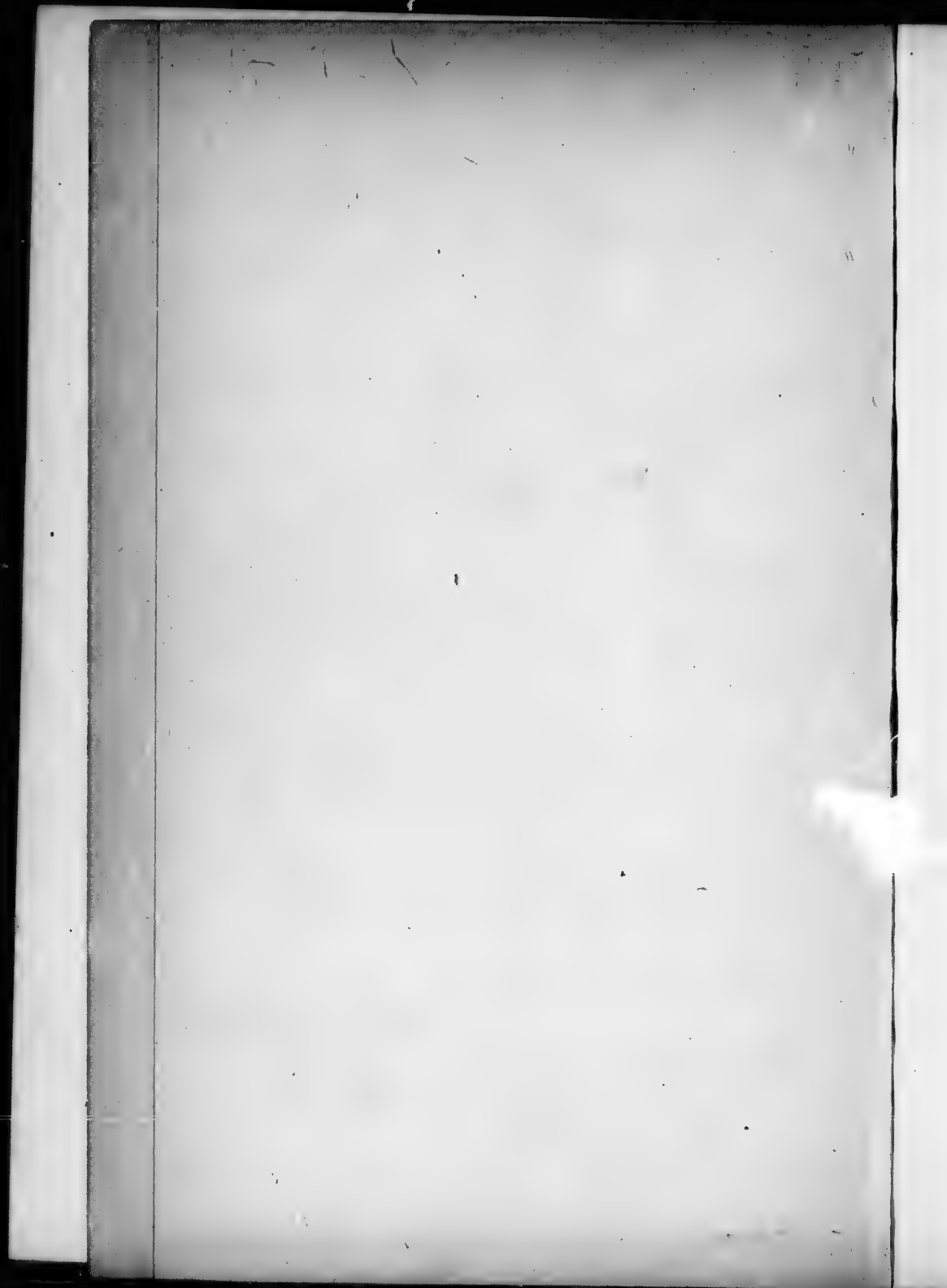
MAP SHOWING ROUTES

To The Celebrated

CALEDONIA SPRINGS, CANADA.







The bill of fare at the GRAND HOTEL will be found to include the most liberal country diet, as well as the requirements of the nicest gourmet. Every delicacy the city markets afford is promptly and abundantly supplied. No extra charge at the GRAND HOTEL to invalids requiring meals sent to their rooms.

CHARGES AT THE CALEDONIA SPRINGS.

The accommodation at the GRAND HOTEL is calculated to meet the wants and means of all. The furnishing throughout is all of the same superior character, though there are single rooms, rooms en suite and private parlors more elaborately provided and for which, also on account of their location, an extra charge is made ; according to the accommodation required, however, the rates for transient visitors range from \$1.50 to \$2.50 per day, while for a week or longer, from \$8. to \$14. per week only is charged, according to number of weeks. A person or family staying for any considerable period being charged the lowest rates with the best accommodation. Children under 12, half rates, and under 5, in charge of nurses, free, and reduced rates for servants or a number of persons in one party.

The Springs are the property of the GRAND HOTEL COMPANY, and to the guests of which the waters are free. The baths are in the main building of the GRAND HOTEL, for the use of which the guests obtain tickets at 50 cents each, or by the dozen for \$5.

Caledonia Springs will be found the pleasantest and most economical summer resort to visit that could be desired.

ROUTES TO CALEDONIA SPRINGS FROM THE WEST AND SOUTH.

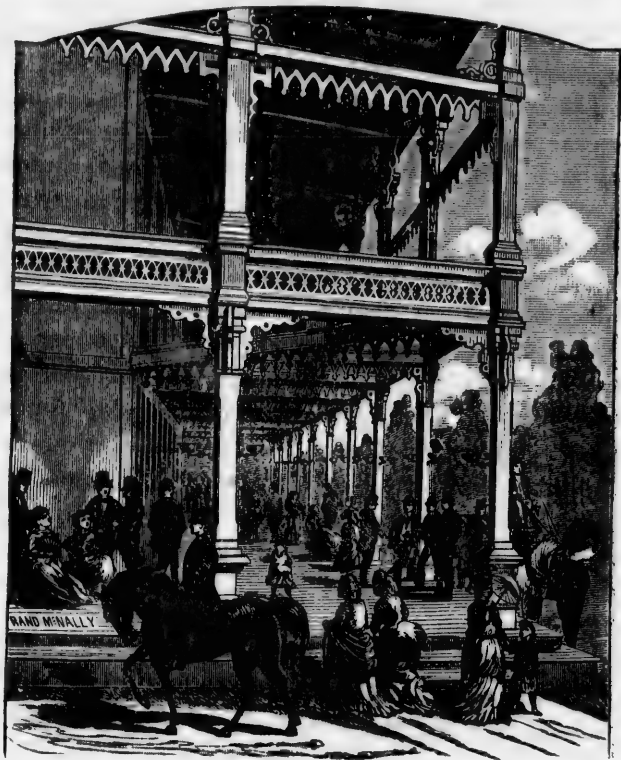
Ottawa City should be the objective point.

The great stream of summer travel through Ontario, via the Lakes and St. Lawrence river, diverges at Prescott, after passing all points of interest, for Ottawa, the capital of

160 *All-Round Route and Panoramic Guide.*

the Dominion, where the route is then taken to the Springs direct, by boat or rail. From the Springs the rail can be taken for Montreal and East, or journey resumed by boat through the magnificent scenery of the Ottawa till it enters the St. Lawrence, when the great Lachine Rapids are run before reaching Montreal.

From Toronto.—The Richelieu & Ontario Navigation Company's boats running between Hamilton, Toronto, Kingston and Prescott, etc., passing the Thousand Islands



THE PIAZZA, GRAND HOTEL.

by daylight, leave Toronto daily (Sunday excepted), at 2 P.M., arriving at Prescott next day at 10.30 A.M. Distance, 230 miles. Fare, \$6.75, including meals and state rooms.

From Toronto.—Grand Trunk Railway leaves at 7.02 A.M. and 7.07 P.M., arriving at Prescott at 4.40 P.M. and 4.30 A.M. Distance, 221 miles. Fare, \$6.65.

From Prescott.—St. Lawrence & Ottawa Railway leaves at 3.20 A.M., 1.35 P.M. and 4.10 P.M., arriving at Ottawa at 6.00 A.M., 4.00 P.M. and 6.20 P.M. Distance, 54 miles. Fare, \$2.10.

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From Ottawa.—Ottawa River Navigation Company's boats leave at 7.00 A.M., arrive at L'Original at 11.30 A.M. Distance, 58 miles. Fare, \$1.; meals, etc., extra; return, \$1.50.

From Ottawa.—Montreal, Ottawa & Occidental Railway leaves at 8.10 A.M. and 5.05 P.M., arrives at Calumet at 10.30 A.M. and 7.25 P.M. Distance, 59 miles. Fare, \$1.75. Ferry to L'Original; distance, 1½ miles; fare, 25 cents.

FROM THE EAST AND SOUTH-EAST.

Montreal should be the objective point.

From Montreal.—Ottawa River Navigation Company's boats leave at 7.00 A.M., arrive at L'Original at 1.15 P.M. Distance, 65 miles. Fare, \$1.50; meals, etc., extra. Return, \$2.75.

From Montreal.—Montreal, Ottawa & Occidental Railway leaves at 6.30 A.M. and 5.15 P.M., arrives at Calumet at 10.30 A.M. and 7.35 P.M. Distance, 58 miles. Fare \$1.75. Ferry to L'Original; distance, 1½ miles; fare, 25 cents.

From L'Original.—(Till the completion of railway to the Springs), Coaches for the Springs meet all boats and trains. Fare, 50 cents; or private carriages seating four to seven, at from \$3 to \$4, or single passengers, \$1 each. No extra charge for baggage.

NOTE.—Between Montreal and Ottawa, tickets are good to lay over at the Springs, available for the season, or return tickets at greatly reduced rates.

Passengers by day boats on Ottawa River can go on board the evening before by engaging state rooms.

On Fridays, 4 day excursion tickets through to the Springs and return from either Montreal or Ottawa at single fare, are procurable by boat or rail.

The accompanying special map will aid visitors in the location of the Caledonia Springs, selection of route, etc.

The satisfaction felt by all persons visiting Caledonia Springs, whether for health or pleasure, has been most general, and perfectly unsolicited have been the many testimonials from the most prominent persons, commending its unparalleled attractions, a few of which we append:—

From Geo. W. Campbell, A. M., M. D., Dean Medical Faculty, McGill College, Montreal.

I entertain a very favorable opinion of the baths and waters of the Caledonia Springs in many forms of disease, among which I would especially mention Chronic Rheumatism, the Signetæ of Gout, Neuralgia, some of the varieties of Cutaneous Disease, Dyspepsia, Chlorosis, and, in carefully selected cases, some of the diseases of the kidneys and bladder.

From J. A. Grant, M.D., F.R.C.S., Edin., Ottawa, Physician to H. R. H. the Princess Louise.

For many years I have observed carefully the action of the baths and mineral waters of the Caledonia Springs on the system, and I am of opinion that in Chronic Rheumatism, Skin diseases, as well as in derangements of the Liver, Stomach and Bladder, these waters exercise a most beneficial influence.

Dr. James Stirling, an eminent physician, who, for many years made a special study of the Caledonia Springs, reports on them as follows:

From my first examination of the waters I have been convinced of their valuable

medicinal properties, and since, from a regular attendance for years at the Springs during the watering season have witnessed their effects. In Rheumatism—in both the acute and chronic forms—the waters seemed to be equally beneficial. For Gout, Sciatica and Lumbago, the waters have been nearly as efficient. In Lepra or Salt Rheum, I do not remember a single instance where the waters failed in effecting a cure. In delirium tremens, the waters have acted like a charm; the stimulus given to the stomach and the mental exhilaration produced by the waters at first allayed and finally subdued all desire for ardent spirits. For those who wish to abstain and find it difficult, there can be no more efficient auxiliary to their efforts at reformation than these waters. Cases of *Tic douloureux*, an affection of the nerves of the face, and other forms of neuralgia have in all cases been cured or the patients' sufferings greatly alleviated. Persons worn down by Dyspepsia have been signally benefited by the use of these waters, and they have been almost equally successful in affections of the liver. Females afflicted with Chlorosis have been restored to health by the use of the waters. From the powerfully diuretic properties of these waters few patients seemed to derive more benefit than those suffering from diseases of the urinary organs. Besides the above mentioned, the curative effects of the waters are remarkable in cases of inflammation of the eyes, particularly strumous ophthalmia, ague, hypochondria, melancholy, St. Vitus' dance, hysteria, spinal irritation, barrenness, scrofula, jaundice, gonorrhea, secondary syphilis, and the effects produced by the improper use of mercury.

From the Hon. Senator W. H. Brown, M.D., Member Medical Council Ontario, Prescott.

I fully concur in the statement given by Dr. Campbell as to the value of the waters, medicinally, and am satisfied that many now suffering may be relieved by their use.

From J. H. Baxter, Esq., M.D., Surgeon General United States Army, Washington.

The curative effects of the Caledonia Springs cannot be too highly extolled. I know of no mineral waters, except the Arkansas Hot Springs, so efficacious in cases of Rheumatism and diseases of the digestive organs.

The following from a prominent citizen of Montreal appeared in the "Witness."

SIR,—Will you permit me a few lines on the curative power of the Caledonia waters—the sulphur spring in particular. Advised by my physician to go to these springs, a sojourn of a fortnight and the free use of the sulphur spring, I found, will eradicate all vestige of rheumatic pains; it did so in my case and I learned from others the like good results. The Hotel is as quiet as one's own home, no bar is kept in the hotel, the bedrooms are airy and clean, the table good; it is but a few hours' ride from Montreal, a return ticket can be had for \$2.75, and the cost of living at the Hotel is very moderate.

534 Sherbrooke Street.

THEODORE HART.

Another writing to the Montreal "Gazette," says:

* * * I heartily recommend to the notice of jaded citizens this retreat and sanitarium as a place of all others fitted for their recuperation. To those who suffer from Dyspepsia, Gout, Rheumatism or Cutaneous disorders, the healing properties of the Springs are pretty well known, but, besides we have here a roomy, well appointed and well kept hotel, good cooking and good attendance; the charges by the day are the same as for rooms of the second class in the great city hotels, with a gradually decreasing scale according to the length of the person's stay. You are never without some pleasant companions, and at times the young people wake us up with a burst of very jolly gaiety.

But it is just because it is not a place of dissipation, but of comfortable rest from the labors and dissipation of the town, a place to recover lost strength and lost tone resulting from the wear and tear of town life, that I so heartily recommend it to your readers.

For all the genuine purposes of a watering-place, few places, if any, can equal this. For those who seek gambling hells and midnight routs under the pretence of rest from a too fast town life, it is by no means so much to be desired as others.

The lamented Bishop O'Brien, of Kingston, wrote in July, 1879: "I consider the Grand Hotel, Caledonia Springs, a desirable resort for either the invalid or pleasure seeker."

The Rev. Dr. Wilkes, of Montreal, wrote in September, 1879, of the Caledonia Springs: "I came for the benefit of the waters and especially the baths. My expectations have been fully realized in this matter, and in addition the comforts of a well appointed and admirably managed house, have been enjoyed. Special mention may be made of the excellence of the bath arrangements."

Mr. S. M. Edgill, of St. Louis, Mo., wrote in July, 1879, of the Caledonia Springs: "I came to see the effect of the hot Sulphur baths and drinking the Sulphur water in a rheumatic trouble, also to remove from the system the malaria caused by 40 years residence on the Mississippi River. I am much improved, and expect to return another year. I am pleased with the attention given to the guests and the management of the Grand Hotel."

Any communications concerning Caledonia Springs addressed to the Grand Hotel Company, Ottawa, or during the season to Caledonia Springs, receive prompt attention.

Returning to our steamer at L'Original, after a few pleasant hours sail, we arrive at

OTTAWA,

where we will naturally direct our steps towards the Windsor House, S. Daniels, proprietor, a gentleman favorably known to the travelling public, and one who is universally liked; he spares no trouble to makes his guests comfortable and "at home."

The "Windsor" is centrally located, and within two minutes' walk of the Parliament Buildings, Post Office, Grand Opera House, and new Turkish bath. Telegraph office in the House.

Ottawa (or Bytown as it was formerly called) was selected by Her Majesty as the new Capital of the Dominion, the chief seat of the Government having for many previous years been at the cities of Montreal, Quebec and Toronto,—in turns, for a certain number of

years in each. This system was found to work badly, and the jealousy stirred up against the one that happened at the time to be favored, made it necessary to choose some permanent place, and Ottawa was selected as being most desirable. The Government buildings have consequently been erected here, and very much credit is due not only to the architect who designed these most beautiful buildings, but to the public spirit of the Legislature, which has found the means of bringing the work



PARLIAMENT BUILDINGS, OTTAWA.

to a successful termination. The Parliament Buildings, with the Departmental offices, occupy three sides of a square, on a bluff of ground called Barrack Hill, overlooking the river. They contain two Legislative Halls, one for the Senate, the other for the House of Commons; both being the same size as those provided in the English Houses of Parliament for the Lords and Commons, and like their originals, very handsomely decorated and conveniently furnished. The grounds in front of the build-

ing are handsomely laid out. A large Library is also provided, which at present contains over 75,000 volumes. The buildings are designed in the Italian Gothic style, and constructed of stone found in the neighborhood. When it is stated that the cost was \$3,000,000, and the position almost unique, the tourist ought not to lose the opportunity of going there, as they alone are quite worth the delay which must necessarily be devoted to the sight. The rest of the city, (which is,



CITY OF OTTAWA.

of course, increasing much; and the whole of it nearly new,) is very handsomely and substantially built. Sparks street, the scene of the assassination of the late Hon. T. D'Arcy McGee, is close to the Parliamentary buildings and the Russell House.

The Rideau Canal (which connects the Ottawa River with the St. Lawrence), divides the city near the Parliament Buildings. This canal is excavated at the base of a ravine, over 150 feet below the roadway. The upper

and lower portions of the city are connected by two bridges, one known as the Sappers' Bridge, the other being a magnificent iron bridge erected by the Corporation, and which leads to the broad avenue on which the Parliament Buildings stand. The Rideau Canal here falls into the Ottawa, after passing a series of eight massive stone locks.

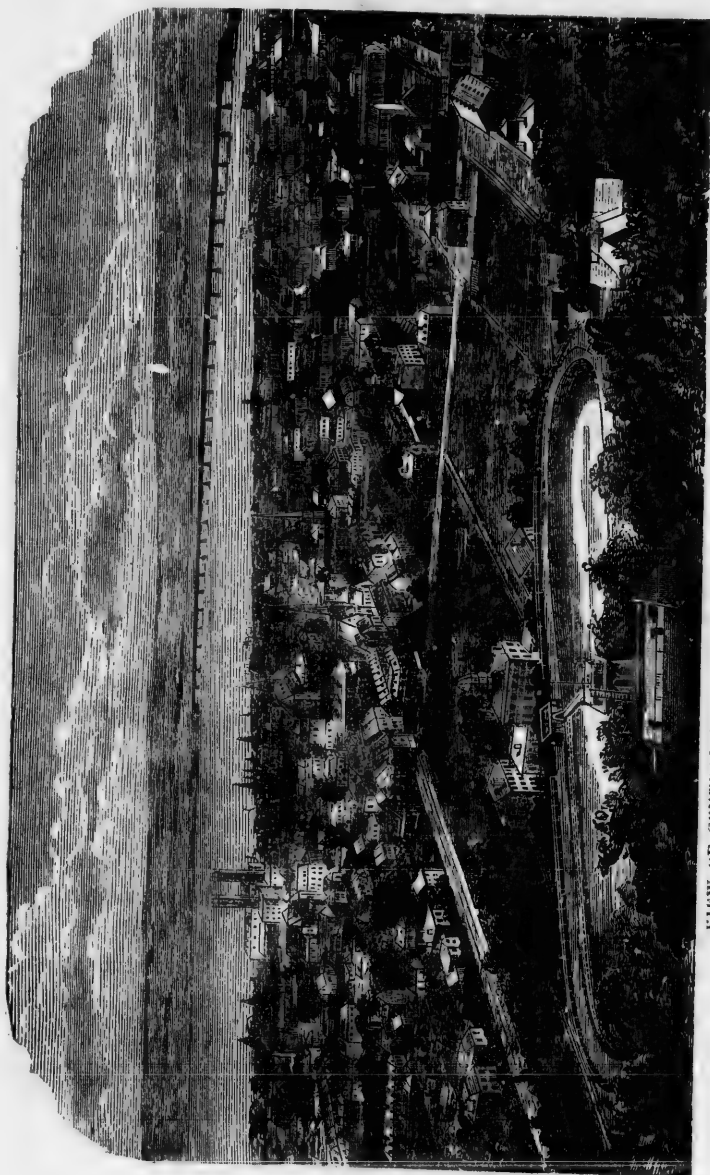
The other chief attractions in the neighborhood of Ottawa are the Chaudière Falls, considered by very many to rank next in importance, beauty and grandeur to Niagara. They are immediately above the city, at its western extremity. The width of the greater fall being two hundred feet, while its depth is forty,—the boiling, seething, foaming character of the water giving name to the place. On the northern side is the smaller, or Little Chaudière, and here the waters, after their leap, seem to go into some subterranean passage, by which they are carried off until they appear again at a place called "The Kettles," half a mile lower down. Of course, the existence of such passage is a mere matter of conjecture which we will leave to the study of geologists, and others interested, to determine. These falls are crossed by a fine suspension bridge, which leads to the thriving city of Hull on the opposite shore. Before leaving Ottawa, we ought to pay a visit to one of the Timber Slides, which are tolerably frequent in the upper river. One is erected on the northern bank, and we will here tarry for a moment whilst we watch the fate of one of those huge rafts of hewn wood, down its headlong rush. These water-shoots are erected for the purpose of getting the fallen trees from the higher level down to the river at the smallest possible cost, and, wherever water can be obtained in sufficient quantity, this has been done.

Where the descent is very steep, these "shoots" are broken up at stated intervals into long straight runs, in order to destroy the impetus which the rafts would naturally acquire. The descent on one of the rafts down the timber slide is a thing only to be attempted by those who possess bold and steady nerves. To say that there is much danger in such an excursion would be to exaggerate the risk, whilst to say that there is none would be as far from the truth. An application to the "boss" of a gang of raftsmen would, without difficulty, obtain the privilege of a ride down. The population of Ottawa is about 30,000.

Returning we arrive at

MONTREAL,

the commercial metropolis of the Dominion of Canada, situated upon the south shore of an island (bearing the same name) and at the base of a beautiful eminence, known as Mount Royal, from which both the city and island derive their name. Its population is 160,000. The island is about thirty miles long, and ten broad, and is formed by the River Ottawa debouching into the St. Lawrence at its western and eastern extremities, the former near St. Anne's, the latter at Bout de l'Isle. It is famed for the fertility of its soil, and is frequently called the "Garden of Canada." The site of the city was first visited by Jacques Cartier in 1535, and, at that time, he found a village of Indians situated near the foot of the Mountain. He landed a short distance below the city, at a point still known by the name of the Indian Village, "Hochelaga." When he reached the top of the mountain, to which he was guided by the In-

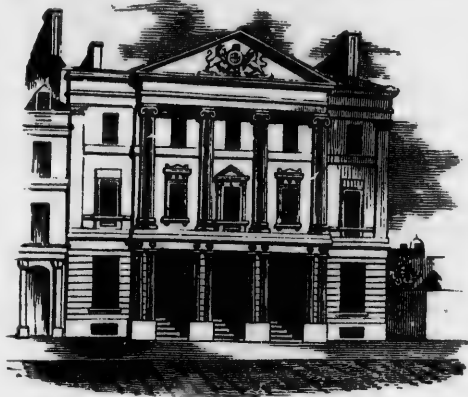


VIEW OF CENTRAL PORTION OF MONTREAL, FROM THE MOUNTAIN.

dian Chief "Donnacona," he was so struck by the magnificent outlook that he named it in honor of his master, "the Royal Mount." Champlain also visited the site in 1611, but the village, with its inhabitants, had been swept away, probably by some hostile tribe. A few years ago a large quantity of skeletons and pottery was discovered, while building on the site of this village. The first settlement was made by the French in 1642. In its early history the city was repeatedly attacked by the Indians, and in 1684 a wooden wall was erected for defence. This was replaced in 1722 by a massive stone wall with redoubts and bastions. In 1759, when Canada was conquered by the British, Montreal had a population of 4,000 souls. The streets were narrow, and the houses low. Some of these buildings are still standing, and a walk through the two or three streets still retaining their primitive buildings, and narrow paths, strongly reminds us of the quaint old towns of Rouen, Caen, and others in Normandy. At the date named, the town was divided into upper and lower town; the upper part then being the level of the present Court House. In the lower town the merchants and men of business chiefly resided, and here also were the place of arms, the royal magazines, and the Nunnery Hospital. The principal buildings were in the upper town, such as the palace of the Governor, the houses of the chief officers, the Convent of the Recollets, the Jesuits Church and Seminary, the Free School and the Parish Church. In 1775, the city was taken by the American forces under Montgomery. The growth of the city has been exceedingly rapid, and the view, as seen on our approach by steamboat, with Mount Royal for a background,

covered with beautiful villas, interspersed here and there with tall spires, is majestic, and for beauty almost unrivalled.

The river frontage is almost three miles in length, extending from the Victoria Bridge to the village of Hochelaga. For upwards of a mile it has an excellent stone retaining wall, from the entrance to the Lachine Canal to below the Bonsecours Market, which, with its



CONSOLIDATED BANK, PLACE D'ARMES.

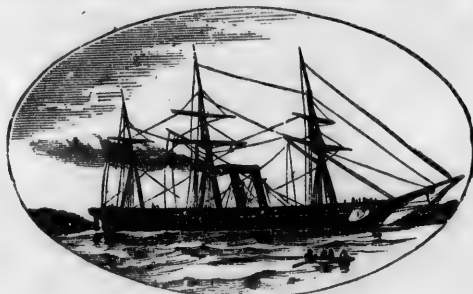
glittering dome, forms one of the most conspicuous objects in the right foreground, and contrasts with the neighboring spire of the Bonsecours Church, one of the oldest churches in Montreal. We think, the view from the steamer can scarcely be surpassed, as we sail under the centre tube of the Victoria Bridge, and first view the long array of glittering spires, the lofty towers of the Parish Church of Notre Dame, the well-proportioned tower of the Customs Buildings, and the long unbroken line of cut stone flanking the wharf.

At the beginning of the present century vessels of more than 300 tons could not ascend to Montreal, its



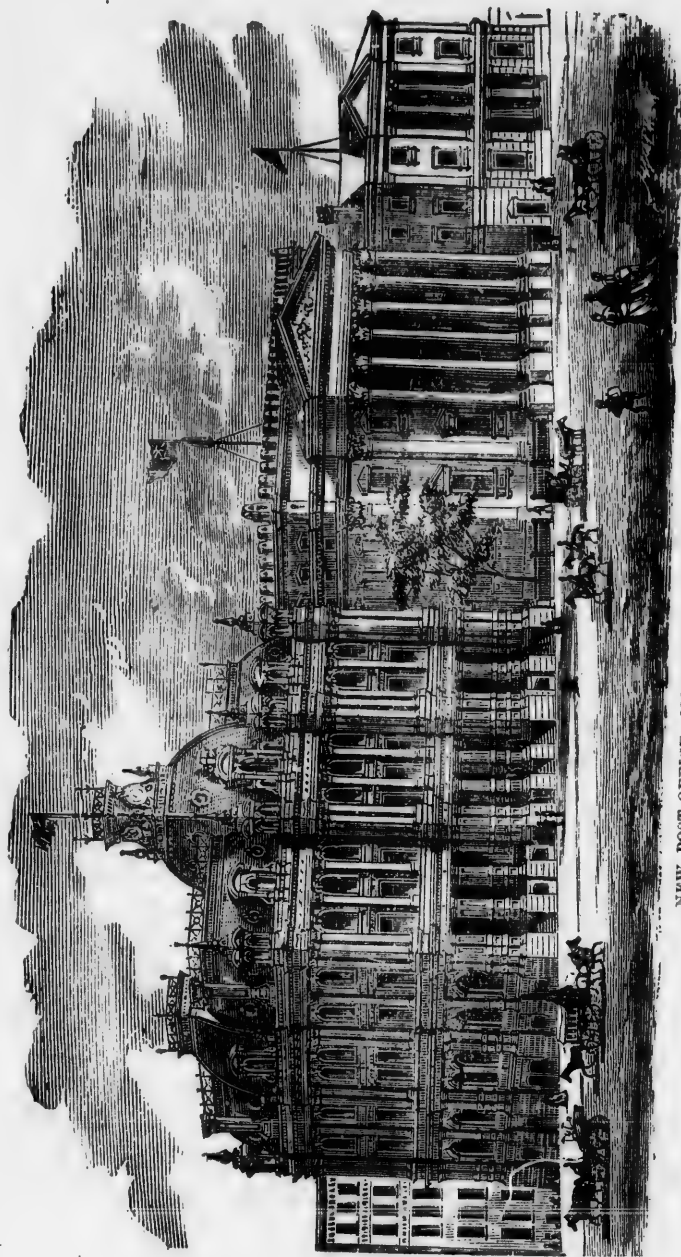
CUSTOM HOUSE.

foreign trade was carried on by small brigs and barques, and the freight and passengers were landed upon a low muddy beach. In 1809 the first steam vessel, called the "Accommodation," built by Hon. John Molson, made a trip to Quebec; she had berths for about twenty passengers. Now behold the contrast that fifty years of industry, intelligence, enterprise and labor have produced—ocean steamers of over 4,000 tons; the magni-



LIVERPOOL AND MONTREAL SCREW STEAMER.

ficient steamers of the Richelieu and Ontario, Navigation Company, vieing in splendor and comfort with the famed Hudson River boats; ships from 700 to 2,000

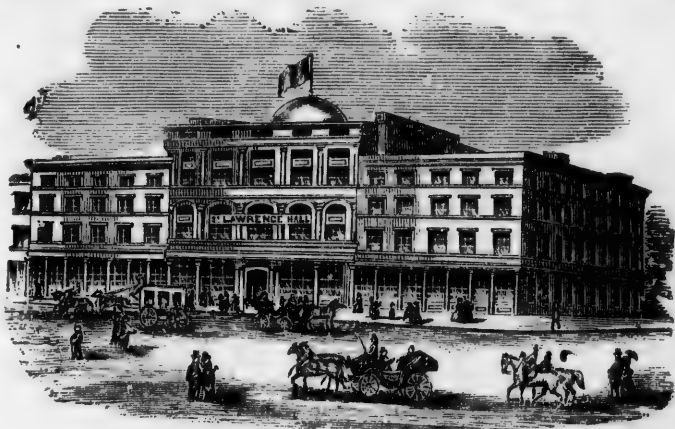


NEW POST-OFFICE, MONTREAL BANK, AND CITY BANK.

tons, from all parts of the world, lying alongside the wharves of the harbor, which are not equalled on this continent, in point of extent, accommodation, approach and cleanliness.

The principal street of the city is St. James street, on which there are some of the finest buildings.

The new Post-office at the corner of St. François Xavier street stands prominently out, and alongside it is the well-known hotel, the St. Lawrence Hall. After



ST. LAWRENCE HALL.

being closed for some time this famous hotel, whose prestige has reflected credit upon the city, and whose history is coincident with that of the progress of Montreal, was again opened in the summer of 1879, by its old proprietor and manager, Henry Hogan, Esq., and at once, notwithstanding the efforts of a younger and more pretentious rival, leaped into favor with the public, not only regaining its old, but acquiring a host of new friends and patrons. This, of course, was only natural, consid-

ering the old-time popularity of the man who resumed the proprietorship, and whose unfailing presence to greet his guests and supervise the management is a guarantee of the *ne plus ultra* of hotel business. In his efforts to please his patrons the proprietor has ever been seconded by the competency and urbanity of Mr. Samuel Montgomery, whose name is well known amongst all Canadian travellers and foreign tourists from Quebec to San Francisco, from his management of the well-known and popular St. Louis Hotel, Quebec, and several well-known houses on the Pacific slope. Mr. Montgomery is a thorough gentleman, and one whom it is a pleasure to know; he understands the management of a hotel in all its details. From experience we can speak of the unrivalled character of the *cuisine* of the hotel, the minute attention of all its employees, and the appointments of its table as well as neatness of its fittings. The building scarcely needs description; its solid cut stone front is familiar to all who have visited the city, and has the time-honored appearance of an institution, with the removal of which Montreal would not appear to be itself. It contains about three hundred guest rooms, grand dining hall with a seating capacity of five hundred at once, besides parlors, billiard rooms and elegant offices, reading rooms and sample rooms for commercial travelers. All its rooms communicate with the office by electric signals; hot and cold baths and water closet conveniences are provided on each floor, whilst the ventilation will be found most perfect, healthy and pleasant. The entire house is furnished in a degree of luxury and taste regardless of cost, and in the latest modern style. It is protected by the latest inventions and appliances from fire; its ground floor is beautifully tiled with marble, and we

ST. JAMES STREET—FROM PLACE D'ARMES.



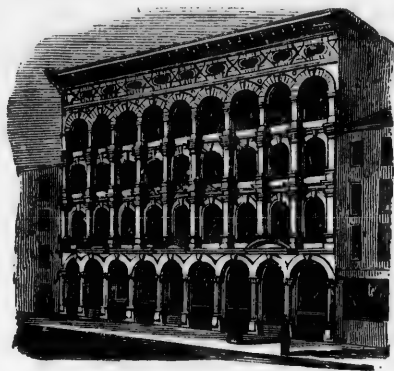
may say that the grand dining hall and parlors are models of taste. Passing down the same side of the street, the first building that arrests the attention is the Methodist Church, a very commodious and well-arranged edifice; it possesses one of the finest organs in the city. A few rods beyond is the Merchants' Bank, one of the most elegant banking edifices in Canada. Crossing the street and proceeding a short distance we come to the Ottawa Hotel, which runs through to Notre Dame street, and presents most elegant cut stone fronts on both streets. This hotel, from its convenient situation, has always been a favorite resort of business men, and has received much favour from tourists. It has recently been refitted and furnished anew throughout with Queen Anne and Eastlake patterns of furniture, which, with the addition of a superb passenger elevator, electric bells, and painting and fresco work of the neatest and most elegant kind, gives the hotel the brightest and most attractive appearance to its numerous patrons. The Ottawa has long been noted for its "home" qualities; to stay there is to feel one's self surrounded by home comforts, with a style added which is often not attained at home. A great deal of this is, of course, due to the efficiency and courtesy of the manager, Mr. John F. Warner, under whose auspices the hotel has reached a degree of success never before attained by it. How much, also, is not the comfort and enjoyment of guests ministered to by a courteous and considerate staff in the office? In Mr. Moore and his obliging confrères all that thoughtfulness can contribute to the comfort of the guests is attained. Not the least, also, amongst the accompaniments of a first-class hostelry is a good cigar, and we should advise everyone not to



OTTAWA HOTEL.

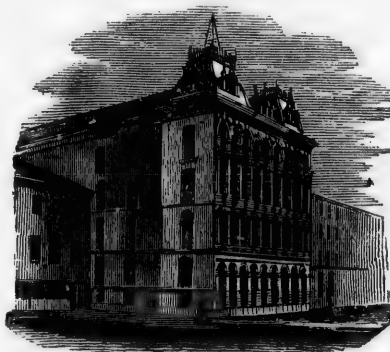
omit applying to Mr. Eugene Phelan, whose brands are always the *best imported*, and to whiff which is to set one at peace with all men. Attractive meerschaums of genuine quality are also sold by Mr. Phelan. While discharging these pleasant duties this gentleman will sell you an all-round route ticket from sunrise to sunset, without further trouble to yourself than an adequate transfer to him of the currency of the country or U. S. money. Retracing our steps, still on St. James street, we next come to the Molsons Bank, which has two frontages or façades built of Ohio sandstone. The shafts of the columns of the portico on the St. James street front are of polished Peterhead granite. A little further up the street is an elegant pile called "Barron's Block," and the building put up by the City and District Savings Bank, and Canada Life Assurance Company, both of which have been erected recently; they are really worthy of any city in the world, and are evidences of the substantial growth and prosperity of Montreal.

Turning down St. Peter street, past Molsons Bank, upon the left, is a very handsome block, "Caverhill."



CAVERHILL'S BLOCK.

These stores are not¹ surpassed by any in British North America. They are six stories in height. The front is an elaborate composition in the Italian Palazzo style, bold in character. Near the foot of St. Peter street runs, right and left, St. Paul street, wherein are con-



DOMINION BUILDINGS.

gregated nearly all the principal wholesale dry goods and hardware stores. This street is a credit to the

modern enterprise of Montreal, and is symbolic of the wealth of the city. Passing along St. Paul street we enter McGill street, on the corner of which stands the Dominion Buildings, and directly opposite is the Albion Hotel, which for the past twenty years has been favorably known to travellers from all parts of the globe. This house is kept by Messrs. Stearns and Murray, whose long experience in the hotel business is a guarantee that nothing on their part will be left undone to maintain the established reputation of the Albion. During the past spring extensive improvements have been made in and about the house, it having been newly furnished in every department, with special regard to the comfort of its guests. The rooms are large, well ventilated and well lighted; the ceilings have been tastefully decorated, and being high, make the Albion one of the coolest houses in the Dominion. It is a large four story building, situated on one of the principal thoroughfares of the city, and in the immediate vicinity of the Post-office, Banks and principal places of interest to tourists and business men, and has ample accommodation for four hundred guests. Great care is taken at all times to have the table supplied with every luxury. Travellers can rest assured of finding here everything that will tend to secure the comfort and pleasure of guests.

We next approach Victoria Square with its bronze statue of the Queen, and its playing fountains. Near its entrance are the Albert Buildings, while directly across the square stands a handsome building of Gothic architecture surmounted by a lofty and graceful spire. This has been recently erected by the Young Men's

Christian Association. In it is a beautiful public hall, with reading-rooms and library free to all.



YOUNG MEN'S CHRISTIAN ASSOCIATION BUILDING.

Passing up St. James street beyond the Post-office, we enter a square called Place d'Armes, It is not large in area, but few squares on this continent, if any, have as handsome buildings overlooking them. Here is the

French Parish Church, the largest in North America, and capable of holding over ten thousand people. It is about 260 feet long by 140 feet broad, and the front facing the square is flanked by two massive towers, 220 feet in height. In the one on the left there is a peal of bells. The tower on the right can be ascended on the payment of a small fee. In it is placed



FRENCH PARISH CHURCH.

the monster bell which goes by the name of "Gros Bourdon." It weighs nearly 30,000 lbs. It has a deep bass sound, and is used as a fire alarm. From the battlement a most wonderful prospect is obtained—the broad rolling waters of the St. Lawrence, nearly two miles wide, lying almost at the feet of the spectator, covered with shipping; to the right the Victoria Bridge, Nuns'

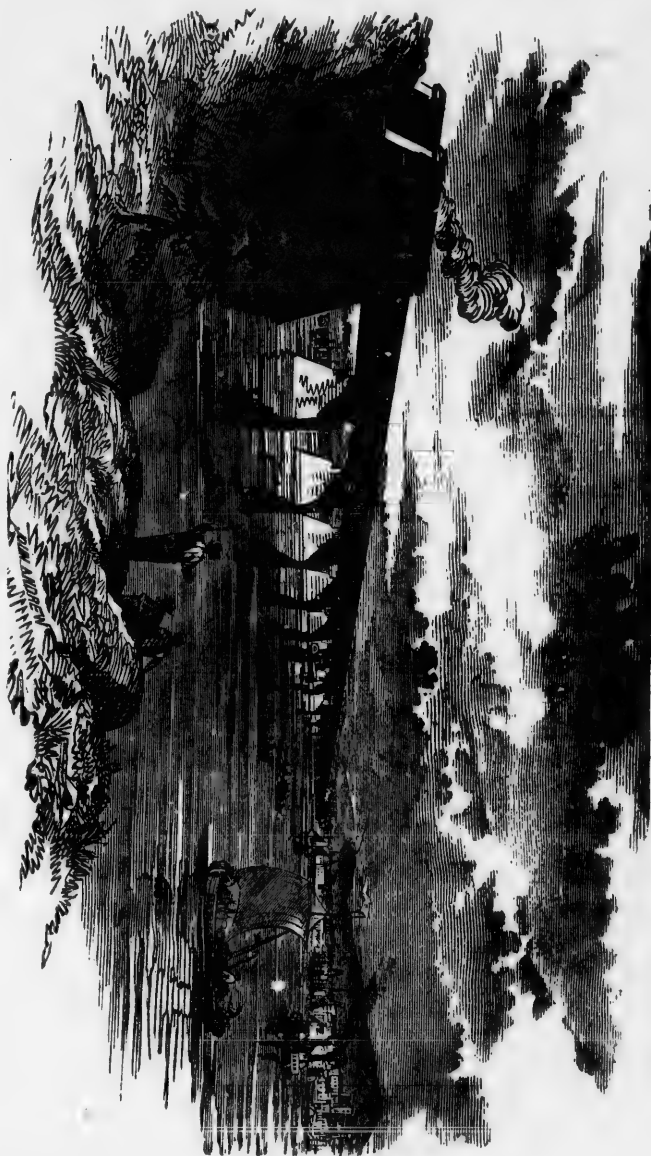
Island, the village of Laprairie, with its glittering steeple, the boiling rapids of Lachine, the blue hills of Vermont in the far-off distance—to the left the beautiful island of St. Helen's, covered with trees, clothed in the proud prosperity of leaves, the villages of St. Lambert and Longueuil and the river studded with Islands, until its silvery course is lost at the village of Verchères.

On the side of the square facing the Cathedral stands the Bank of Montreal, one of the most imposing public buildings in the city; it is built of cut lime-stone, and its style is pure Corinthian.

On the left hand of the square are the Ontario Bank, and the London and Liverpool Insurance Company's office. The former is built of Ohio sandstone. This row is a pretty piece of street architecture. On the right hand side is a fine block called Muir's buildings. The fourth flat is occupied by the honorable fraternity of Freemasons. Next is the elegant building—the Jacques Cartier Bank. The centre of the square is laid out as a garden with a fine fountain.

Proceeding up Notre Dame street the tourist will pass a somewhat dilapidated column, known as Nelson's Monument. As little care seems to be bestowed upon its preservation, as there was taste shown in the first choice of its position. Formerly the jail stood opposite, and Nelson was placed in a somewhat anomalous position with his back to his favorite element, "water," and his face toward the jail. The old jail is now replaced by the Court House, an Ionic structure about a hundred and twenty feet long, by about seventy in height, containing all the judiciary courts as well as the Prothonotary's office and Court of Bankruptcy. There is in it a

VICTORIA BRIDGE—MONTREAL.



very valuable law library, containing upwards of 6,000 volumes. Adjoining is the New City Hall, a most imposing structure, in the light Italian style and containing all the municipal offices. At the back of the Court House is the Champ de Mars, a parade ground, upon which the Volunteer Militia parade. Upon it three thousand troops may be manœuvred. This ground was used by the British troops when quartered in Canada.

Opposite the Court House is the Richelieu Hotel, I. B. Durocher, proprietor. This Hotel is conveniently situated on the corner of Notre Dame and St. Vincent street, in the vicinity of the principal places of business, and extending through to Jacques Cartier Square, in full view of the principal places of interest. It is kept both on the American and European plan; the management is very liberal; the *cuisine* is of the best, the rooms are neat and comfortable, and everything pertaining to home comforts can here be found.

The old buildings directly beyond the monument were erected in 1722, and in early days served as a Government House. Here it was that during the occupation of the city by the Americans the celebrated Benjamin Franklin, Charles Carrol, and Samuel Chase, the commissioners of Congress, held their councils of war, and beneath its roof the first printing press ever used in Montreal was set up to print the manifestos. The building is now known as the Jacques Cartier Normal School. Facing the Champ de Mars is the Geological Museum, a Government institution of which Canada may well be proud. It was established under the direction of Sir William Logan, the late head of the Geological Department of the Province. On the slope of the

Mountain, above Sherbrooke street, stands the McGill College, while lower down, on University street, is the Museum of the Natural History Society. Here the tourist can gain information relative to the zoology and ornithology of Canada; and to those who are disciples of Isaac Walton the curator can give any information regarding the fishing grounds.

The English Cathedral (Episcopal), on St. Catherine street, is by far the most perfect specimen of Gothic architecture in America. It is well worthy a visit. The streets in this neighborhood are studded with churches—Roman Catholic, Presbyterian, Wesleyan, and Episcopalian—each tending to make the ecclesiastical architecture of the city worthy of comparison with the many public buildings with which Montreal abounds. A new Catholic Cathedral is being erected corner of Dorchester and Cathedral streets, to be second only in the world to St. Peter's at Rome, and after the same model.

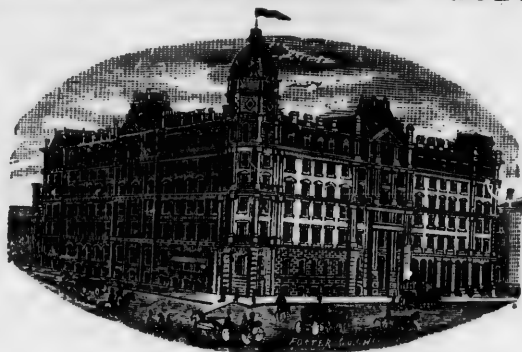
The Church of the Jesuits on Bleury street is a very imposing edifice. The interior is covered with frescoes of incidents in the lives of our Saviour and His Apostles.

Erskine Church and Knox Church (Presbyterian) are two fine specimens of modern Gothic. The Wesleyan Church, Dorchester street, with its graceful spire forms a conspicuous object, though its dimensions are overtopped by the large American Presbyterian Church adjoining it.

WINDSOR HOTEL.

This building is designed after the style of the famous "Potter Palmer" Hotel in Chicago, and by the same architect. The furniture and appointments are most

costly and luxurious, and the house contains everything proper to a first-class modern hotel. No expense has been spared to make it the Palace Hotel of the Dominion



WINDSOR HOTEL.

The terms are no higher than those of the first-class houses of the United States and Europe. The management, under Mr. R. H. Southgate, is unexceptionable.

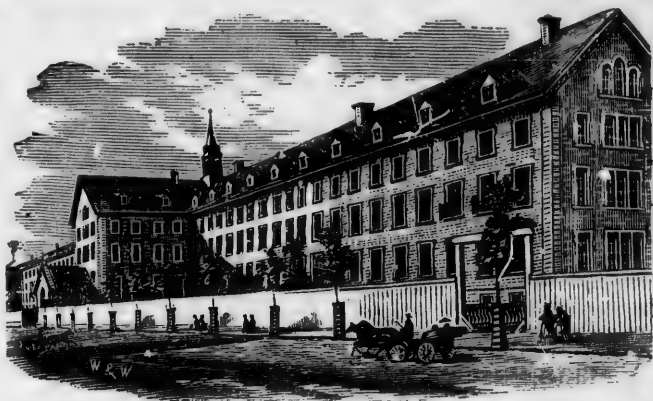


CATHOLIC SEMINARY.

A little further westward on St. Catherine street is a pretty little Gothic church (Episcopalian,) dedicated to St. James the Apostle; and beyond that again stands

the large Roman Catholic Seminary; on the Priests' farm. Here is a beautiful chapel, well worthy of inspection. The grounds and gardens attached to the Seminary are well laid out.

Returning from the Seminary by Guy street, we visit the celebrated Grey Nunnery, founded in 1642. This



GREY NUNNERY.

new edifice covers an immense area, and the chapel and wards of the nunnery are annually visited by thousands of tourists. The old nunnery near the river, so long the centre of attraction, from its quaint appearance and solemn-looking walls, has given way to beautiful warehouses and stores, which line the streets opened through its former spacious gardens. A visit to the Reservoir on the mountain side will repay the trouble, as a fine view of the city may here be obtained. From these reservoirs the city is supplied with water which is taken from the St. Lawrence, about a mile and a half above the Lachine Rapids, where the elevation of the river surface is about 37 feet above the Harbor of Montreal.

The Wheel-house at the termination of the Aqueduct is worthy of notice. The water is admitted to and discharged from this building through submerged archways under covered frost-proof passages, extending above and below the building. There are two iron wheels 20 feet diameter and 20 feet broad with enormous auxiliary steam engines. The reservoirs are excavated out of the solid rock, and have a water surface of over ninety thousand square feet, 206 feet above the harbor with a depth of 25 feet. The length is 623 feet, with a breadth of 173, formed into two reservoirs by a division wall. The two contain about fifteen million gallons. Total cost of aqueduct, machinery, pumping main and reservoir, over \$2,000,000. With the power here supplied the Fire Department are enabled to hold in check any threatened conflagration, and their efficiency is increased by the Fire Alarm Telegraph, which has proved a thorough success. The chief office is in the City Hall, from which it has connections with upwards of 98 boxes, the church bells, several public clocks, the Observatory and Water-works.

THE VICTORIA BRIDGE

ought to be visited. Visitors are allowed to examine the first tube without an order, and, as they are all alike, to see one tube is to see all. The Bridge is a wonderful structure and reflects as much credit on the successful builders as upon the original designers. The tube through which the trains pass rests upon twenty-four piers, and is about a mile and a quarter long. The piers are all at a distance of 242 feet, with the exception of the two centre piers, which are 330 feet; upon these rests

the centre tube, which is 60 feet above the summer level of the St. Lawrence. At the centre of the bridge is an opening, from which there is a magnificent view of the river.

The bridge is approached by two massive embankments, the one on the Montreal side being 1,200 feet, and that on the south shore 800 feet in length; which together, including the abutments, make the total length of the bridge 9,084 feet, or a mile and three quarters nearly.



MONTREAL AND VICTORIA BRIDGE.

The abutments are each, at the base, 278 feet long, and are built hollow, having eight openings or cells, 48 feet in length, and 24 feet in width, separated by cross-walls 5 feet in thickness. The flank-wall on the down-stream side rises nearly perpendicular, and is seven feet in thickness; that on the up-stream has a slope from its foundation upwards; the thickness of the walls is 12 feet, and they present a smooth surface to facilitate the operation of the ice, on which account its form had been thus determined. To ensure greater resistance to the pressure of the ice, the cells are filled up with earth, stone and gravel, so that one solid mass was thus obtained.

The embankments are solid, composed of stones 36-

feet above the summer water level, and of the width of 30 feet on the upper surface, formed with a slope of one to one on the down side of the stream, and a hollow shelving slope of about $2\frac{1}{2}$ to one on the upper side. The slopes are faced with stones set on edge at an average angle of about 45° .

The piers are solid, and constructed, as well as the abutments, of the finest description of ashlar masonry, laid in horizontal courses measuring from 7 to 12 feet on the bed, and from 3 feet 10 inches to 2 feet 6 inches thick above the water level, and thence varying into a course of 18 inches under the plates. The stones were cut with the greatest exactness, seldom requiring to be re-dressed after being laid. They weigh from 7 to 17 tons; the average weight of each stone is $10\frac{1}{2}$ tons. All the beds and vertical joints are square, dressed in the most efficient and workmanlike manner; the external face rough, and without any pick or tool marks, but with the natural quarry face preserved.

The string-courses and copings are fair-picked, dressed throughout and neatly pointed and weathered, and a tool draft, eight inches wide, on each quoin. Each course of the ice-breaker is secured with fox-wedged bolts of $1\frac{1}{2}$ inch iron, which pass through into the second and third courses under it, and the horizontal joints are cramped together with iron cramps 12×5 inches, through which the bolts pass.

The description of stone used is a limestone of the Lower Silurian order, and known under the Geological term of Chazy. The average height of the piers above the summer water level is 48 feet, gradually rising from

a height of 36 feet at the abutments to 60 feet at the centre pier, giving a grade of 1 in 132, or 40 feet to the mile. The centre span is level. Each pier is furnished with a solid cut-water or ice-breaker, which forms a portion of the pier itself. They are of a wedge form, and slope from their foundations upwards, terminating in an angle, 30 feet above the summer level of the river. The dimensions of the pier at the junction with the cut-water are 16 x 48 ft., but the whole transverse side of a pier at the foundation, including the cut-water, which extends up the stream, is 16 x 90 feet.

The foundations, of course, vary; some are as low as 20 feet below the water.

The whole of the ashlar is laid in hydraulic cement, in the proportion of one part sand to one part cement. The backing from the level of the surface of water upwards is in common mortar. The piers are calculated to resist a pressure of seventy thousand tons.

The important part this bridge plays in the uninterrupted communication of the Western traffic with that of the United States—Boston, Portland, etc., need not be dilated on. It is more than commensurate with its cost—which was nearly 7,000,000 dollars. It gives to Montreal an unbroken railway communication, the value of which cannot be over-estimated.

There are many pleasant drives in and around Montreal, the most popular being those "Round the Mountain" and the Lachine Road. Taking the former we leave the City by St. Lawrence Main street, passing on our way near the City limits an immense structure surmounted by a beautiful dome. This is the "Hotel Dieu," a Cloister and Hospital. The building with its



HOTEL-DIEU.

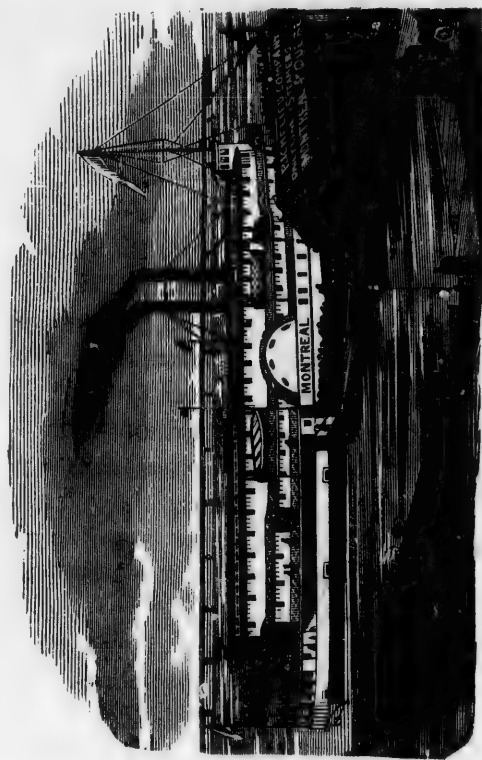
enclosure covers an area of several acres. Immediately after passing the toll-gate a road turns to the left leading to the beautiful "Mount Royal Cemetery," the resting-place of the Protestant dead of Montreal, and the grounds will compare favorably with the celebrated cemeteries of the Old World. The Roman Catholic Cemetery adjoins the Mount Royal, and is approached by the road leading to the opposite side of the Mountain. The drive on which we have entered is a very delightful one. A fine view is obtained of the country from Côte des Neiges, across the island to the "Back River" or Ottawa, with its numerous hamlets, convents and churches; and for a picnic commend us to the *Priest's Island*, close to the old mill of the rapids Sault au Recollet, a delightful spot, and where, during the season, a good day's fishing is to be had.

The drive to Lachine will prove of the greatest interest. The Lower Lachine Road leads along the bank of the St. Lawrence, and during the drive there may be seen the steamer descending the rapids.

To points beyond the island of Montreal, a favorite trip is that to Belœil Mountain, near St. Hilaire. The latter is a station on the Grand Trunk Railway, about 18 miles from Montreal, and where several trains stop during the day, so that there will be no difficulty in performing the trip without remaining at the village for the night. From St. Hilaire Station, the tourist proceeds to the pretty little village of Belœil, and, when conducted to the base of the mountain, it can be ascended with comparative ease—even by ladies—by a circuitous path, passing through a maple grove, which leads to a beautiful lake, formed in the hollow of the mountain. This lake abounds with fish. This is the general resting-place before the ascent to the peak. This mountain is the centre of great interest to the French Canadian Catholics. On the road are, at intervals, wooden crosses having inscriptions referring to our Saviour's journey to Mount Calvary, and on the summit of the mountain are the ruins of a chapel erected some years ago. From these ruins, about 1,400 feet above the river, a splendid panoramic view of the country for 60 miles round may be had. The rich panoramic scene amply repays the fatigue of the journey.

We shall now leave Montreal and proceed to Quebec, taking as our conveyance the popular Richelieu and Ontario Navigation Company's Mail Line. The two splendid vessels, the "Montreal" and the "Quebec," make the trip between Montreal and Quebec every night, except Sunday, during the time that navigation is open. Any traveller preferring the land route can take the trains, leaving Bonaventure Station on the Grand Trunk Railway, and, after an eight hours' journey,

arrive at Point Levi, opposite "the Ancient Capital," (as Quebecers are fond of styling their city,) whence a steam ferry will soon convey them across the river; or the trains of the Q. M. O. & O. R., which run down the North side of the river. To many, however, the

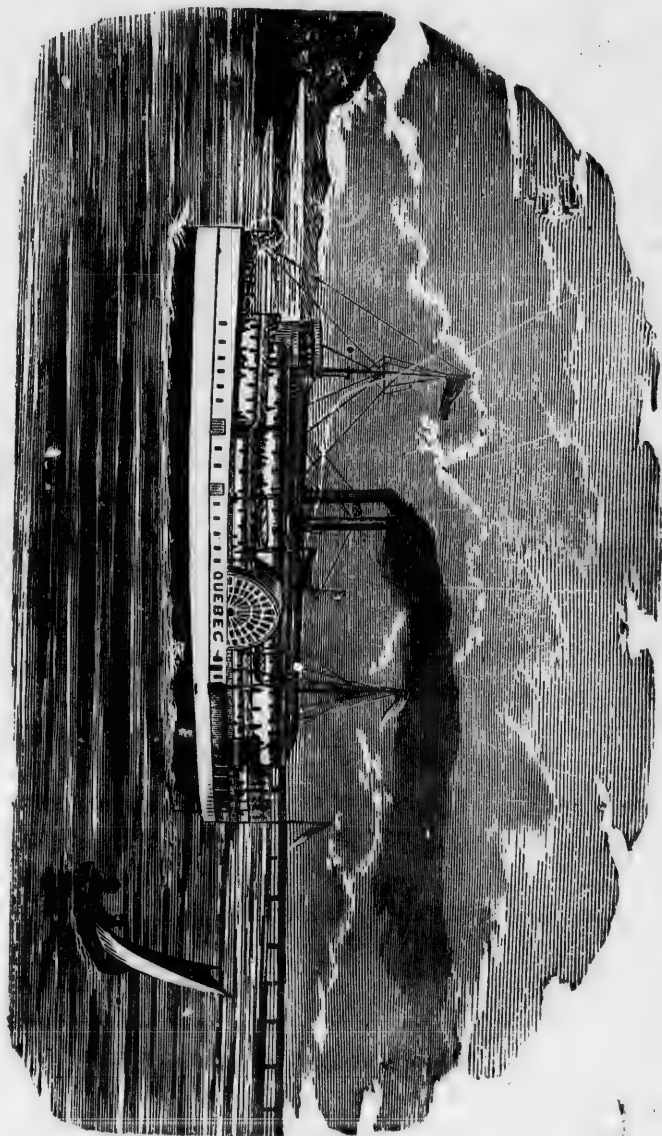


STEAMER "MONTREAL."

most agreeable route is that selected by us for description. We shall, therefore, go on board the "Montreal" or "Quebec," take a stateroom, and be landed early next morning at one of the quays of Quebec.

The scenery on this part of our route is not striking,

STEAMER "QUEBEC."



we shall therefore content ourselves with briefly noticing the principal points, many of which our vessel will pass while probably we ourselves are enjoying a refreshing sleep. As we steam out from the wharf, we pass by the shores of the military island of St. Helen's, so called after the beautiful wife of Champlain, the first Governor of Canada, and the founder of Quebec. Just below the Island is the village of Longueuil, a favorite summer resort of the citizens of Montreal.

SOREL,

or William Henry, is situated at the mouth of the Richelieu, the outlet of Lake Champlain into the St. Lawrence. It occupies the site of a fort built by the Marquis de Tracy in 1665, and was for many years the summer residence of the English Governors of Canada, and here Queen Victoria's father at one time resided. The population is about 5,000.

Immediately below Sorel, the river widens into a lake called

LAKE ST. PETER,

which is about 35 miles in length, and about 10 miles in width. It is very shallow, except in a narrow channel, which is navigable for the ocean steamers and sailing vessels of very large tonnage, coming up to Montreal during the summer season.

In calm weather it is pleasant sailing over its waters, but, owing to its shallowness, a strong wind causes its waves to rise tempestuously, and many wrecks, principally of rafts, take place every year.

We now touch at the half-way port of

THREE RIVERS,

situated at the confluence of the rivers St. Maurice and St. Lawrence, ninety miles below Montreal, and the



WRECK OF A RAFT ON LAKE ST. PETER.

same distance above Quebec. It is one of the oldest settled towns in Canada, having been founded in 1618. It is well laid out, and contains many good buildings,

among which are the Court House, the Jail, the Roman Catholic Church, the Ursuline Convent, and the English and Methodist Churches. The celebrated St. Maurice Forges, situated near the town, have been in operation for more than a century. The population is 12,000.

BATISCAN,

A village of little importance, is the last stopping-place before reaching Quebec. Seven miles above Quebec,



CANADIAN HABITANTS.

we pass the mouth of the Chaudière river. A short distance from its entrance are situated the Chaudière



CANADIAN FARM-HOUSE.

Falls. These falls are very beautiful and romantic, and are annually visited by large numbers of tourists. The

river at this point is about four hundred feet wide, and the height of the falls is one hundred and twenty-five feet. The course of the river is thickly studded with picturesque islands, covered with fine trees, which add much to the beauty of the scenery.

In passing down the St. Lawrence, the country upon its banks presents a sameness in its general scenery until we approach the vicinity of Quebec. The villages and hamlets are decidedly *French* in character, and are generally made up of small buildings; the better class are painted white, or whitewashed, having red roofs.



CANADIAN PRIEST.



CANADIAN PEASANT.

Prominent in the distance appear the tin-covered spires of the Catholic churches, which are all constructed in a style of architecture peculiar to that Church.

The rafts of timber afford a highly interesting feature on the river as the traveller passes along. On each a shed is built for the raftsmen, some of whom rig out their huge, unwieldy craft with gay streamers, which flutter from the tops of poles. Thus, when several of



CANADIAN BOATMEN. these rafts may be seen lying in the coves at Quebec, ready to be shipped to the different parts of the world.

We now come within sight of the "Gibraltar of America," as the fortified city we are approaching has been called.

QUEBEC.

HAVING landed, our first course is to proceed to a hotel. On this point our choice would be the St. Louis, owned by the Russe!! Hotel Co. At this



ST. LOUIS HOTEL.

house the tourist will find himself at home, and well cared

for, surrounded by every comfort he can possibly desire, and we are quite satisfied that the experience of any one who may visit Quebec will be like our own, and lead to oft-repeated journeys to the old City.

Quebec, until recently the capital of United Canada, is situated on the north shore of the St. Lawrence, in lat. 46 deg. 48 min. north, and long. 71 deg. 15 min. west from Greenwich. It was founded by Champlain, in 1608, on the site of an Indian village, called *Stadacona*. It is the second city in the Dominion, and has a population of about 75,000. The form of the city is nearly that of a triangle, the Plains of Abraham forming the base, and the Rivers St. Lawrence and St. Charles the sides. It is divided into two parts—Upper and Lower Towns. The Upper Town is strongly fortified, and includes within its limits the Citadel of Cape Diamond, which is the most formidable fortress in America. The Lower Town is built upon a narrow strip of land which runs at the base of the Cape, and of the high grounds upon which Upper Town stands; and the suburbs of St. Roch's and St. John's extend along the River St. Charles, and to the Plains of Abraham. Quebec was taken by the British and Colonial forces in 1629, but restored to France in 1622. It was finally captured by Wolfe in 1759, and, together with all the French possessions in North America, was ceded to Great Britain by the treaty of 1763.

Quebec, including the city and suburbs, contains 174 streets, among the principal of which are the following:—*St. John street*, which extends from Fabrique street to St. John's gate in the Upper Town, and is occupied chiefly by retail stores; *St. Louis street*, a handsome



CITY OF QUEBEC.

and well-built street, extending from the Place d'Armes to the old St. Louis gate, and occupied principally by lawyers' offices and private dwellings; D'Auteuil street faces the Esplanade and the grounds where the military were drilled, and is an elegant street mostly of private dwellings; Grand Allée or St. Louis road outside St. Louis gate, and leading to the Plains of Abraham, is a pleasant and beautiful street, on which are many elegant villa residences; St. John street without, is also a fine street, occupied by shops and private dwellings. The principal street in the Lower Town is St. Peter, on which, and on the wharves and small streets which branch from it, most of the banks, insurance companies', and merchants' offices are situated.

The fur trade of Quebec is enormous, and has for many years employed millions of dollars capital and thousands of men. The firm of G. R. Renfrew & Co., No. 35 Buade street, located directly opposite the Roman Catholic Cathedral, are the most extensive dealers in furs in Quebec, as well as Canada. They are the oldest house in this branch of business, having been established in Quebec for a great many years, and having ever maintained the best reputation for fair dealing and reliability in representing their goods. This firm import and manufacture all of their own goods, among which are to be found the choicest Russian and Hudson Bay, Sables, Canada Mink, Ermine, Grebe, Fancy Furs, and South Sea Seal goods of all kinds and forms. They also keep a large assortment of Indian Curiosities, and are the most fashionable Hatters in Quebec. All their goods are sold at much less prices than similar goods in the United States.

The Citadel, on Cape Diamond, is one of the most interesting objects to visitors. The area embraced within the fortifications of the Citadel is more than forty acres.

The line of fortification, enclosing the Citadel and the Upper Town, is nearly three miles in length, and the guns with which they are mounted are mostly thirty-two and forty-eight pounders. Until the past few years there were

FACE OF THE CITADEL, QUEBEC.

five gates to the city, three of which, Prescott, Palace and Hope gates, communicated with the Lower Town, and two of which, St. Louis and St. John's gates, communicated with the suburbs of the same name. About three quarters of a mile from the city are four Martello Towers, fronting the Plains of Abraham, and intended to impede the advance of an enemy in that direction.

Durham Terrace, in the Upper Town, is a platform commanding a splendid view of the river and the Lower Town. It occupies the site of the old castle of St. Louis, which was burnt in 1834, and was erected by a nobleman whose name it bears.



The Public Garden fronts on Des Carrieres Street, Upper Town, and contains an elegant monument, which was erected to the memory of Wolfe and Montcalm, in 1827. The height of this monument is 65 feet; its design is chaste and beautiful, and no stranger should leave Quebec without visiting it.

The Place d'Armes is an open piece of ground, around which the old chateau of St. Louis, the Government offices, the English Cathedral, and the old Court House are situated.

The Esplanade is a beautiful piece of ground situated between D'Auteuil Street and the ramparts.

The Roman Catholic Cathedral, which fronts upon the Upper Town market-place, is a very large and commodious building, but with no great pretensions to architecture. The interior is handsomely fitted up, and has several fine paintings by the old masters, which are well worthy of inspection. The church will seat 4,000 persons. It has a good organ.

St. Patrick's Church, on St. Helen Street, Upper Town, is a neat and comfortable building, and is capable of seating about 3,000 persons.

St. Roch's Church, on St. Joseph and Church streets, in the St. Roch's suburbs, is a large and commodious building, and will seat 4,000 persons. There are several good paintings in this church.

The Church of Notre Dame des Victoires, on Notre Dame Street, is one of the oldest buildings in the city. It has no pretensions to architectural beauty, but is comfortably fitted up, and will seat over 2,000 persons.

PROTESTANT CHURCHES.

The English Cathedral is situated between Garden

Street, St. Ann Street, and the Place d'Armes, Upper Town, and is a handsome edifice, 135 by 75 feet, and will seat between 3,000 and 4,000 persons. This church, which was erected in 1804, has a good organ, and is neatly fitted up.

Trinity Church, situated on St. Nicholas Street, Upper Town, is a neat cut-stone building, erected in 1824. It is 74 by 48 feet, and the interior is handsomely decorated.

St. Peter's Chapel is situated on St. Vallier Street, St. Roch's, and is a neat, plain structure, which will seat about 500 persons.

St. Paul's or The Mariner's Chapel is a small building near Diamond Harbor, designed principally for seamen.

St. Andrew's Church, in connection with the Church of Scotland, is situated on St. Ann Street, Upper Town. The interior is well fitted up, and will seat over 1,200 persons.

St. John's Free Scotch Church is situated on Francis Street, Upper Town. It is a neat plain structure, and will seat about 600 persons.

The Wesleyan Chapel, on St. Stanislaus Street, is a handsome Gothic building erected in 1850. The interior is well fitted up, and it has a good organ. It will seat over 1,000 persons.

The Wesleyan Centenary Chapel is situated on D'Artigny Street, and is a plain but substantial edifice.

The Congregational Church, on Palace Street, Upper Town, is a neat building of cut-stone, erected in 1841, and will seat about 800 persons.

The Baptist Church, on St. Ann Street, Upper Town,

is a neat, stone building, and will accommodate over 400 persons.

The other principal public buildings worthy of notice are :—

The Hotel Dieu, hospital and church, which front on Palace Street, Upper Town, and connected with the cemetery and garden, cover an area of about ten acres. The buildings are spacious and substantial, and the hospital has beds for about sixty sick persons.

The General Hospital is situated on the River St. Charles, in the St. Roch's ward. The hospital, convent, and church are a handsome quadrangular pile of stone buildings, well adapted to the purpose for which they are designed.

The Ursuline Convent, situated on Garden Street, Upper Town, was founded in 1641. A number of fine paintings are here to be seen, and application for admission should be made to the Lady Superior.

The University of Quebec fronts on Hope Street and the market-place, Upper Town. The buildings, which are of massive grey stone, form three sides of a quadrangle, and have a fine garden in the rear.

The Court House and the City Hall are substantial stone buildings, situated on St. Louis Street, and well adapted to their respective purposes.

The Jail is situated at the corner of St. Ann and St. Stanislaus streets, Upper Town. It is a massive stone building, and cost about £60,000. It is in a healthy location, and is well adapted to the purpose for which it was designed.

The Marine Hospital, situated in St. Roch's ward, on the River St. Charles, is intended for the use of sailors

and emigrants, and is a beautiful stone building of four stories. It was erected at the cost of £15,000, and will accommodate about 400 patients.

The Lunatic Asylum is situated at Beauport, two and a half miles from Quebec, and is an extensive building, enclosed in a park of some 200 acres.

The Music Hall is a handsome cut-stone edifice, situated on St. Louis street, Upper Town.

As the seat of French Power in America, until 1759, the great fortress of English Rule in British America, and the key of the St. Lawrence---Quebec must ever possess interest of no ordinary character for well-informed tourists. Living is comparatively cheap, and hotel accommodation equal to Montreal in every respect.

A city crowning the summit of a lofty cape, must necessarily be difficult of access; and when it is remembered how irregular is the *plateau* on which it stands, having yet for thoroughfares the identical Indian paths of Stadacona, or the narrow avenues and approaches of its first settlers, in 1608, it would be vain to hope for regularity, breadth and beauty in streets, such as modern cities can glory in. It is yet in its leading features a city of the 17th century---a quaint, curious, drowsy, but healthy location for human beings; a cheap place of abode. If you like a crenelated fort with loopholes, grim-looking old guns, pyramids of shot and shell, such is the spectacle high up in the skies in the airy locality called the Upper Town. Some hundred feet below it, appears a crowded mart of commerce, with vast beaches, where rafts of timber innumerable rest in safety, a few feet from where a whole fleet of Great

Easterns might float securely on the waters of the famed river. On the Plains of Abraham stands Wolfe's monument, close to the spot where the immortal British hero expired, and near to the well from which water was procured to moisten his parched lips. A few minutes more brings one to Mr. Price's Villa, Wolffield,

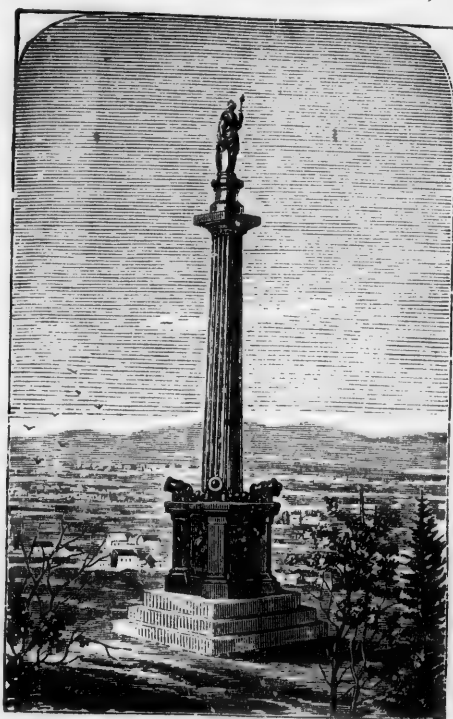
where may be seen the rugged path up the St. Denis burn, by which the Highlanders and the English soldiers gained a footing above, on the 13th September, 1759:---destined to revolutionize the new world --- the British, guided by a French prisoner of war, brought with them from England (Denis de Vitré, an old Quebecer,) or possibly by Major Stobo, who had, in 1758, escaped from a French prison in Quebec, and returned to his countrymen, the English, accompanying Saunders' fleet to Quebec.

The tourist next



WOLFE'S NEW MONUMENT, ERECTED IN 1849.

drives past Thornhill, Sir Francis Hincks' old home, when Premier to Lord Elgin. Opposite, appears the leafy glades of Spencer Wood, so grateful a summer retreat that my lord used to say, "There he not only loved to live, but would like to rest his bones." Next comes Spencer Grange, then Woodfield, the beautiful homestead of the Hon. Wm. Sheppard in 1840, and of the late James Gibb for many years after. Then follows lovely Benmore—Col. Rhodes' country seat—Clermont, Beauvoir, Kilmarnock, Cataraqui, Kelgras-



MONUMENT ERECTED AT ST. FOYE IN 1863.

ton, Kirk-Ella, Meadow, Bank, etc., until after a nine miles' drive, Redclyffe closes the rural landscape. Redclyffe is on the top of the cape of Cap Rouge, where many indications yet mark the spot where Roberval's ephemeral colony wintered as far back as 1541. The visitor can now return to the city by the same road, or select the St.

Foy road, skirting the classic heights where General Murray, six months

after the first battle of the Plains, lost the second, on 28th April, 1760---the St. Foy Church was then occupied by the British soldiers. Next comes Holland House, Montgomery's head-quarters in 1775, behind which is "Holland Tree," overshadowing, as of yore, the graves of the Hollands.

The tourist shortly after detects the iron pillar, surmounted by a bronze statue of Bellona, presented in 1855 by Prince Napoleon Bonaparte, intended to commemorate this fierce struggle.

In close proximity appears the bright *parterres* or umbrageous groves of *Bellevue*, Hamwood, Bijou, Westfield and *Sans Bruit*, the dark gothic arches of Findlay Asylum, and the traveller re-enters by St. John Suburbs, with the broad basin of the St. Charles and the pretty Island of Orleans staring him in the face. Drive down next to see Montmorenci Falls, and the little room which the Duke of Kent, Queen Victoria's father occupied in 1791. A trip to the Island of Orleans, in the ferry, will also repay the trouble; it costs very little; half an hour of brisk steaming will do it. Cross to St. Joseph, Levi, per ferry steamer, and go and behold the most complete, the most formidable, as to plan, the most modern earthworks in the world. Drive to Lake Beauport, to luxuriate on its red trout, then to the Hermitage, at Charlesbourg. Step into the *Chateau Bigot*; sit down like *Volney*, amidst the ruins of *Palmira*, and meditate on the romantic though unhappy fate of dark-eyed Caroline, Bigot's Rosamond.* You

* You will peruse Caroline's pathetic tale in that repository of Canadian lore, *Maple Leaves*, which you will find a trusty guide for objects without the City. At the beautiful residence of the author of that work (Mr. J. M. Le Moine,) may be seen many relics of Old Québec, and no one more ready than he to impart information on the interesting events of early Canadian History, in the knowledge of which few are so well acquainted.

imagine you have seen every thing ; not so, my friend ! tell your driver to let you out opposite Ringfield, on the Charlebourg road, and the obliging proprietor will surely grant you leave to visit the extensive earthworks behind his residence, raised by Montcalm in 1759—so appropriately called Ringfield ; hurry back to town to spend the evening agreeably at the Morrin College, in the cosy rooms of the Literary and Historical Society, and retire early, preparing yourself for the great campaign of the morrow.

TO THE LAKES ! TO THE LAKES !

Here are a few of them :—*Lake Calvatre at St. Augustin ; Lake St. Joseph, Lac à la Truite, Lake Philippe, Lake Faune, Snow Lake, Lac Blanc, Lac Sud-ouest, Lac Vincent, Lac Thomas, Lac Claire, Lac McKenzie, Lac Sagamite, Lake Burns, Lake Bonnet*—all within a few hours drive from Quebec, with the exception of Snow Lake. It is not uncommon to catch trout weighing from 12 lbs. to 20 lbs. in Lake St. Joseph and Snow Lake during the winter months.

We feel sure our reader, whatever his pretensions may be as a traveller, will be delighted with the ancient city of Quebec, and have a satisfactory feeling of pleasure within himself for having included it in the catalogue of places he has put down as worthy of a visit in his tour through Canada. The scenery outside the City, and all along the river on both shores, is exceedingly picturesque, every turn bringing a new and varied landscape into view. calculated to please the imagination, delight the eye, and satisfy the most fastidious in natural beauty.

LAKE ST. CHARLES.

thirteen miles north-west of Quebec, is one of the most picturesque spots in Canada, and during the summer months is frequently visited on account of its Arcadian beauty. There is a remarkable echo at the Lake which tarries some few seconds before repeating the sound uttered. It is then re-echoed, "as though the nymphs of the lake were summoning the dryads of the neighboring woods to join in their sport." To those who are fond of angling, the lake affords an ample supply of speckled trout.

THE FALLS OF MONTMORENCI.

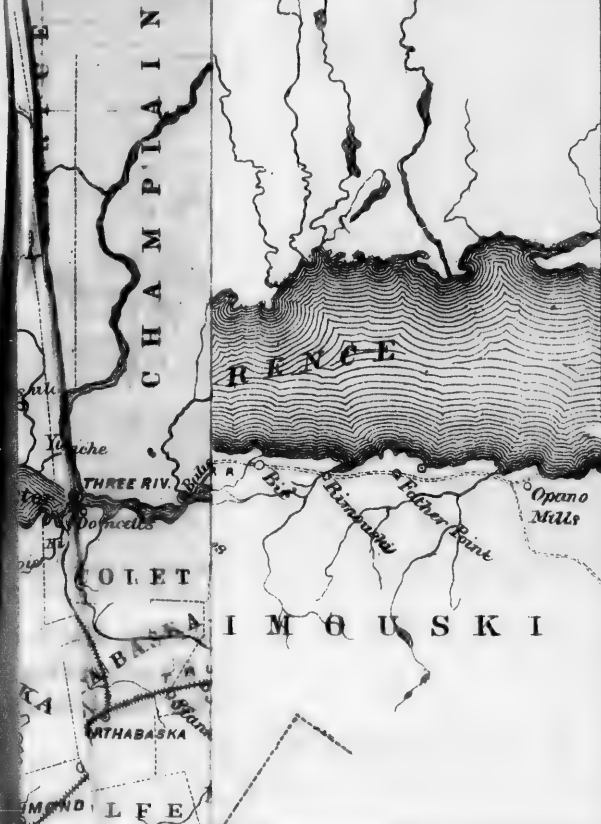
IN taking our departure from Quebec, and on our way down the river we pass this celebrated cascade. These Falls, which are situated in a beautiful nook of the river, are higher than those of Niagara being more than two hundred and fifty feet, but they are very narrow—being only some fifty feet wide. This place is celebrated for its winter amusements. During the frosty weather, the spray from the falls accumulates to such an extent, as to form a cone of some eighty feet high. There is also a second cone of inferior altitude, called the "Ladies' Cone," and it is this of which visitors make the most use, as being less dangerous than the higher one. They carry "toboggins"—long, thin pieces of wood about 8 or 10 feet in length by 1 foot in width, turned up in front,—and having arrived at the summit, place themselves on these and slide down with immense velocity. Ladies and gentlemen both enter with equal spirit into this amusement. It requires much skill to avoid being capsized, and sometimes people do



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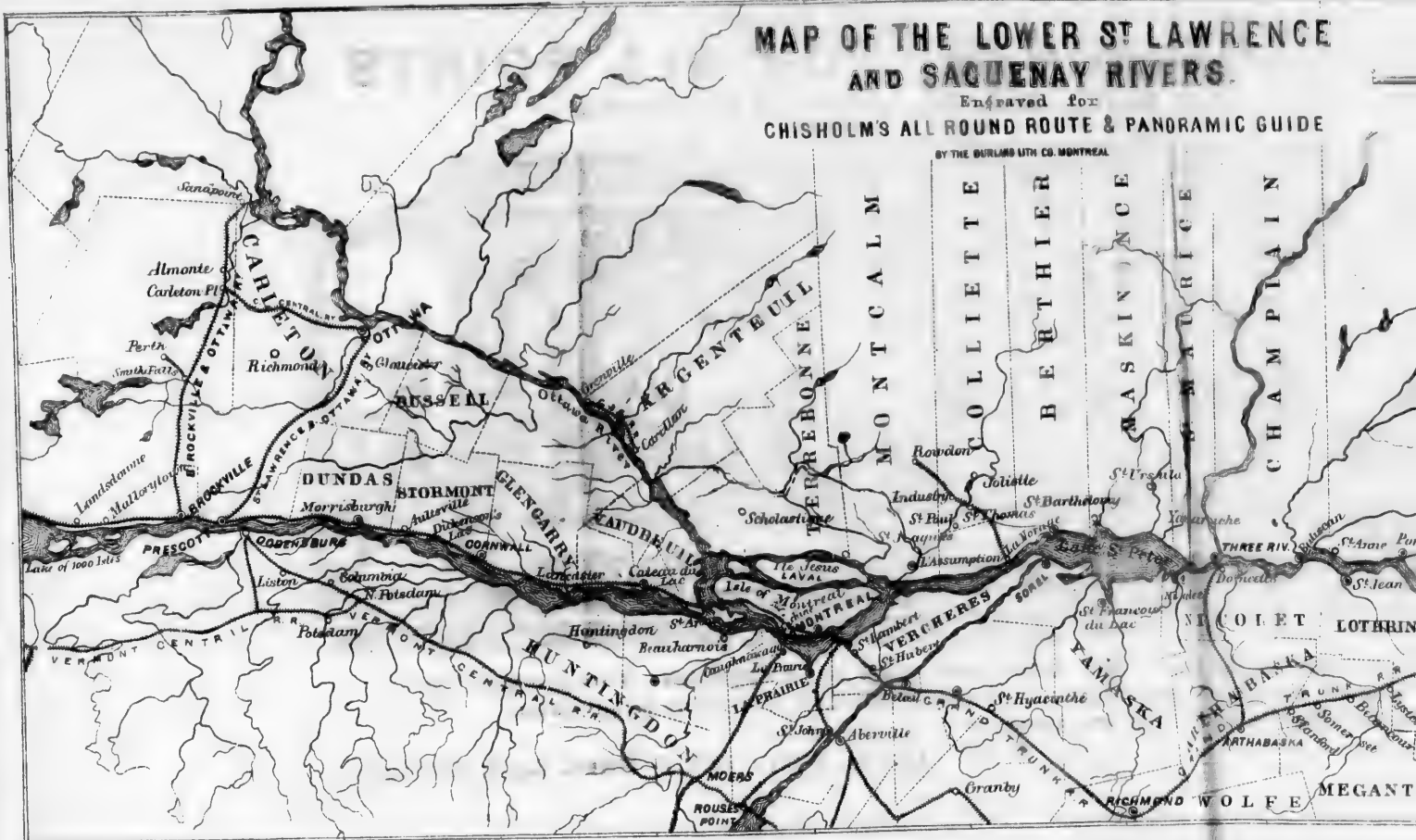


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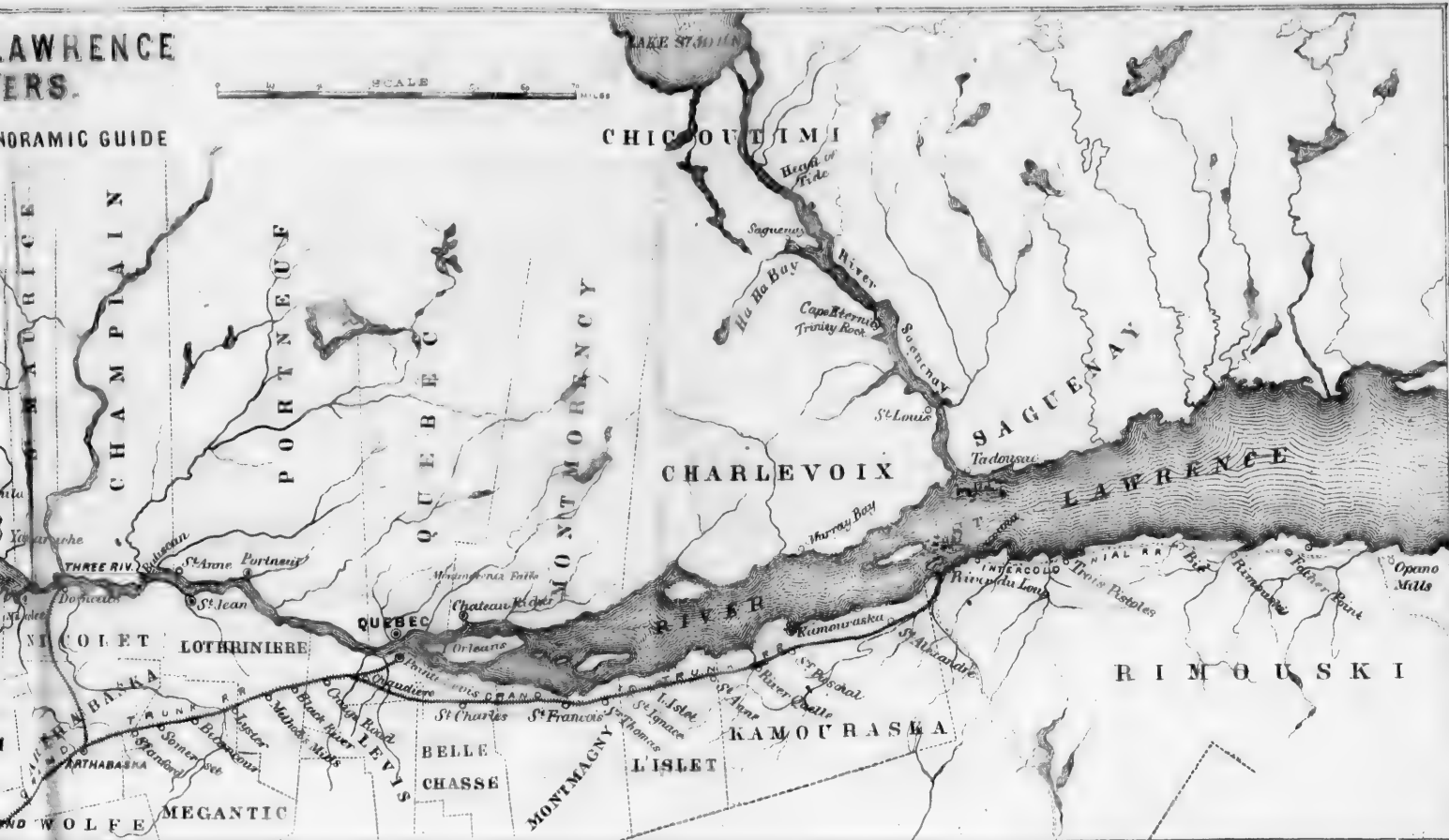
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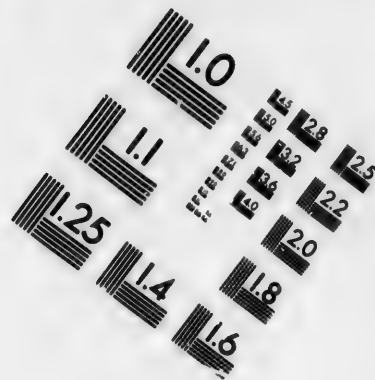
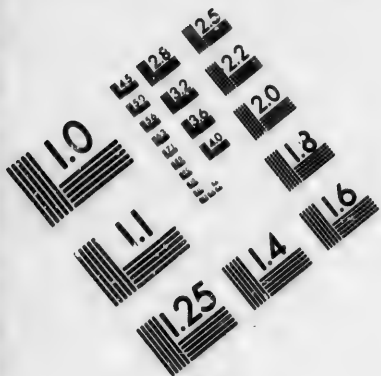
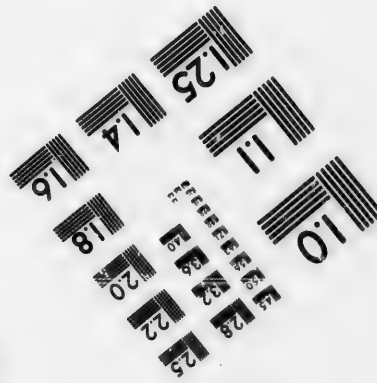
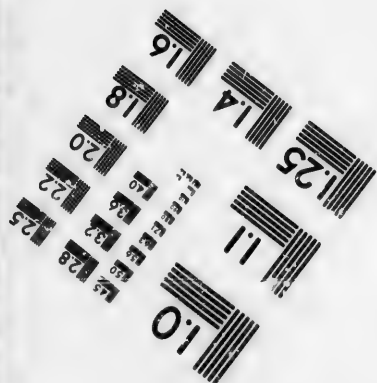
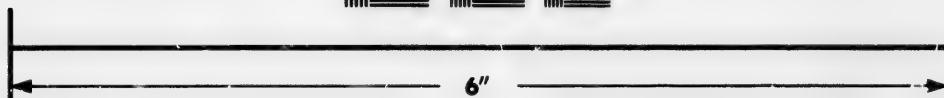
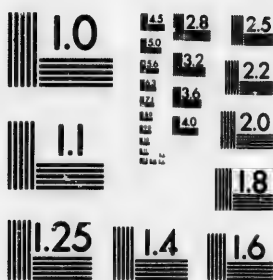


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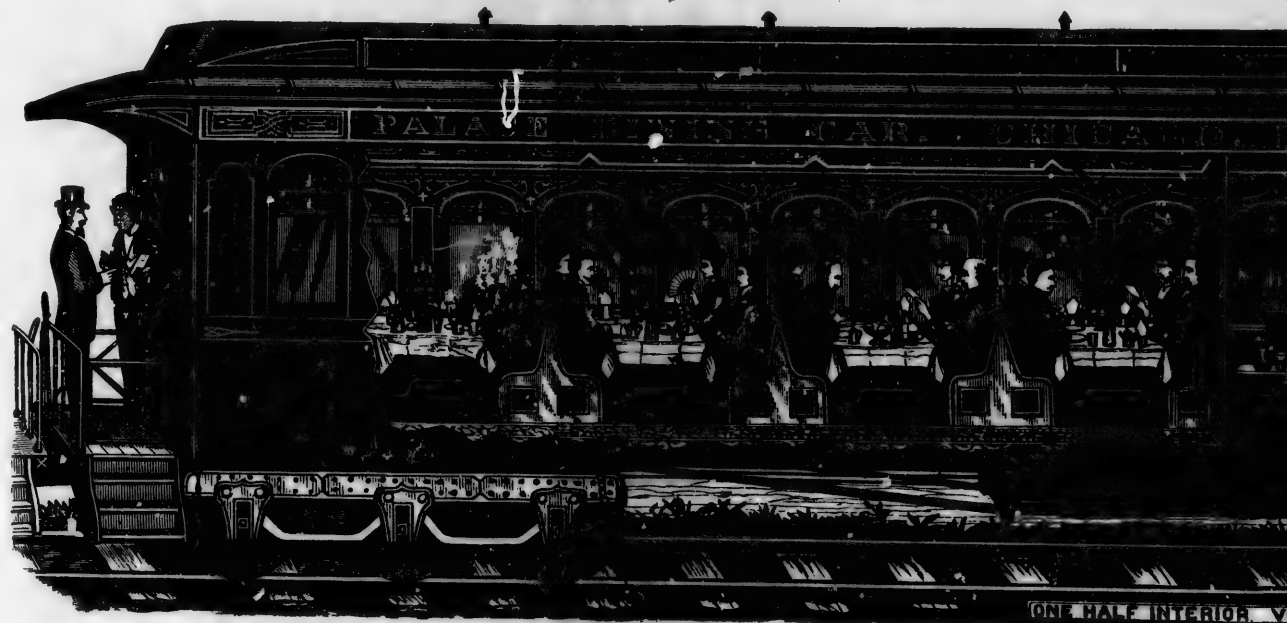
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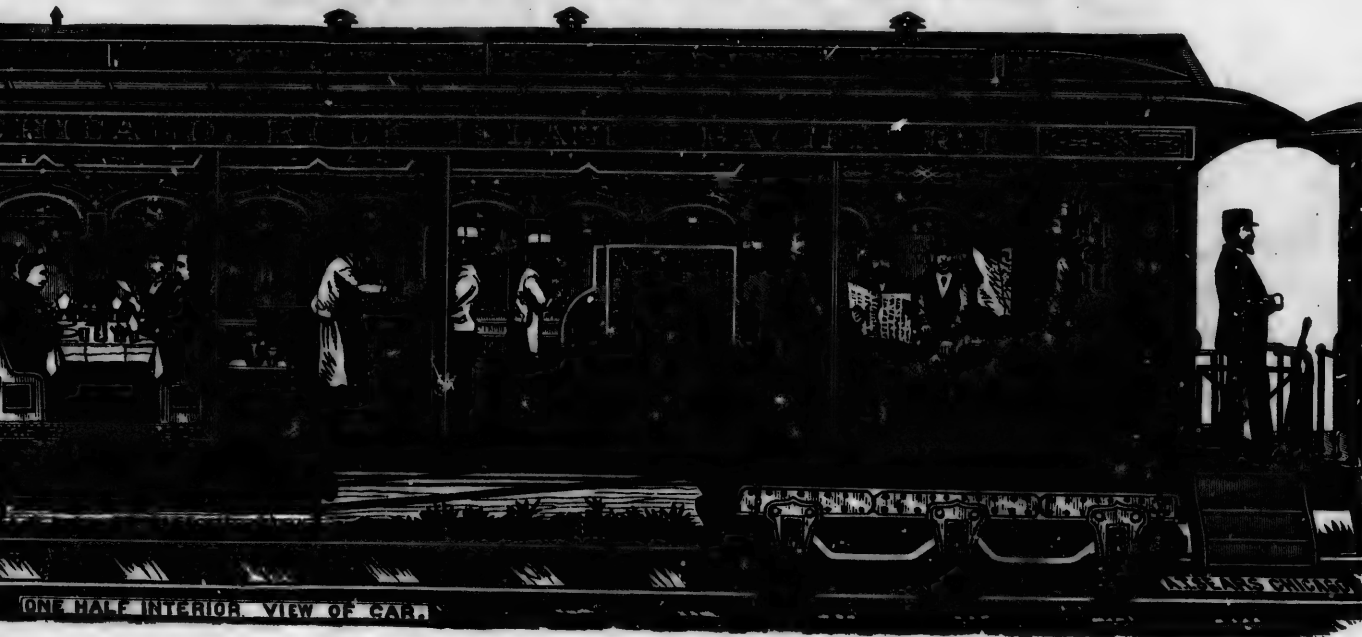


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find themselves at the bottom, minus the toboggin. Visitors generally drive to this spot in sleighs, taking their provisions with them; and upon the pure white cloth which nature has spread out for them they partake of their dainty repast, and enjoy a most agreeable picnic. They do not feel in the least cold, as the exercise so thoroughly warms and invigorates the system. There are men and boys in attendance, for the purpose of bringing down strangers who may desire to venture down the icy mountain, and to those who can enjoy this kind of pleasure, it is great sport. The drive to the Falls is very beautiful; the scenery on the road through Beauport, where the Provincial Lunatic Asylum is built, and back again being full of interest. The distance of these Falls from Quebec is eight miles. About two miles above the Falls is a curious formation on the river bank, called "the Natural Steps," being a series of layers of the limestone rock, each about a foot in thickness, and for about half-a-mile receding one above the other, to the height of nearly 20 feet, as regularly as if formed by the hand of man. They are a great object of wonder and curiosity, and, being so near the Falls, should certainly be included in the visit.

THE LOWER ST. LAWRENCE RIVER.

Having drawn toward the close of our visit to Québec, we advise the tourist to at once make his arrangements for visiting that very popular resort, the Saguenay. For the past few years, thousands of Canadians and Americans have wended their way to this famous river, and the result of their experience has been to make it still more popular. None who have been there but have

resolved to repeat the trip the first time they could possibly do so, and to those who have not enjoyed this most lovely of all excursions we would say in the language of Shakspeare, "stand not upon the order of your going, but go at once." All information concerning the means of transit can be ascertained at the hotels to which we took our *compagnons de voyage*; but in case they may neglect to attend to the important duty of seeking such requisite knowledge, we would say that during the season steamers run between Quebec and the Saguenay, leaving Quebec every week day except Monday, on the arrival of the steamers from Montreal. These boats belong to the St. Lawrence Steam Navigation Company. They are elegantly fitted up for the comfort of passengers, and furnished with every convenience; indeed, there is nothing wanted to render the journey down the river most delightful. Once on board, and off, we find ourselves steaming away down stream at a good speed, and turning our eyes from the city we have just left, we see

THE ISLAND OF ORLEANS,

known in early days as the Isle of Bacchus, so called from the luxuriant growth of its wild grape vines. It is situated 9 miles below Quebec. It is 20 miles in length, and 6 miles in its greatest width. There are several villages scattered over its surface. Like the island of Montreal, its soil is very fertile.

THE FALLS OF ST. ANNE.

Seventy miles below Quebec, the River Ste. Anne empties into the St. Lawrence. About two miles from the village are the celebrated falls of the same name.

At this point there is a solitary vale of rocks, almost a natural grotto, through the centre of which the stream rushes until it escapes by a narrow channel, and continues its course, rushing downward with ever-increasing velocity. The scene below the cataract is very grand. Five miles below St. Annes River we pass Grosse Isle, a spot which ever recalls sadness. Thousands who left their homes on the far-off shores of Great Britain, with hearts full of the prospect of prosperity in the new world of America, have here found their last resting-place. In one single grave the bodies of about 6,000 Irish Emigrants lie interred. Apart from these sad recollections, the "Quarantine" Island is a fair spot, and its scenery is very beautiful. At this point the river widens, and ere long has reached such a width as to render its shores almost invisible from the deck of our gallant vessel. Passing onward, until Quebec lies 90 miles astern, we reach our first landing place,

MURRAY BAY,

or the favorite watering-place of the Lower St. Lawrence. The village is picturesquely situated amid frowning hills and wild scenery. It is a great resort in the summer months, and many Canadian families spend the entire season in this healthy retreat. Every one must enjoy a few days passed at this fashionable watering-place. The "Lorne House" is a comfortable hotel, well furnished and managed—in connection with it are a number of cottages which are rented to summer visitors. Leaving it and steaming across the river, which is about 20 miles wide at this point, we strike Rivière du Loup, situated on the south shore. Here

those desirous of visiting the far-famed watering place of Cacouna can, after an exceedingly pleasant drive of about 8 miles through the country, find themselves in a fashionable place, containing some very good buildings.



CACOUNA BAY.

The "St. Lawrence Hall," J. Kenly, manager, is a large house, replete with every modern convenience and comfort; every accommodation to be obtained at any of our first-class city hotels can be found here.

Leaving the wharf at Rivière du Loup, our steamer points her course again to the opposite shore, and in less than two hours we find ourselves at Tadousac, which is at the mouth of the River Saguenay. This is a very pleasant spot, and if no more time can be spared than the brief stay of the steamboat at the wharf, let us advise the tourist to go ashore immediately. There is a fine hotel here, and in connection with it are all kinds of

sports for the amusement of visitors. The bathing of this place is also very superior. A large number of villas have been erected, including one built by His Excellency Earl Dufferin. Apart from its pleasures, Tadousac is




TADOUSAC.

interesting from its having been from an early period the capital of the French settlements, and one of their chief fur-trading posts. Here are the ruins of a Jesuit establishment, and on this spot once stood the first stone and mortar building ever erected in America, the home of Father Marquette, the explorer of the River Mississippi. A cluster of pine trees over 200 years old has grown from the centre of these historical ruins.

Getting aboard again, the whistle is sounded, and we are under steam, and now really enter the justly-renowned River Saguenay, and commence, as if by instinct,

to strain our eyes, that we may catch a glimpse of all the magnificent natural grandeur that now bursts upon us.

THE SAGUENAY RIVER.

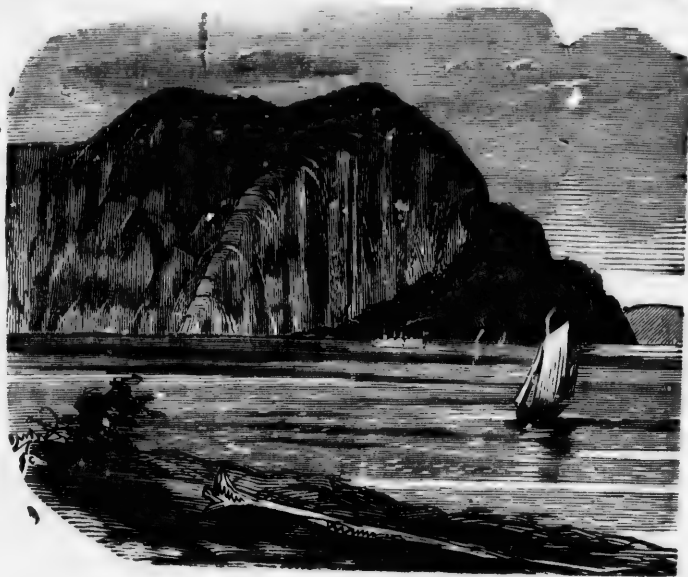
HE Saguenay is the largest tributary of the great St. Lawrence, and unquestionably one of the most remarkable rivers of the continent. It is the principal outlet of Lake St. John, which is its head water, a lake about forty miles long, surrounded by a heavily timbered and level country; its waters are remarkably clear, and abound in a great variety of fine fish. Eleven large rivers fall into it, yet it has only this one outlet. Into the lake there is a remarkable curtain fall of two hundred and thirty-six feet, so conspicuous as to be seen at forty or fifty miles distant, the Indian name for which is "Oueat Chouan," or "Do you see a fall there?" The Lake lies about 150 miles north-east of the St. Lawrence, and nearly due north of Quebec. The original name of the Saguenay was Chicoutimi, signifying "Deep water;" but the early Jesuit missionaries gave it the name it now bears, said to be a corruption of St. Jean Nez. The scenery is wild and romantic in the highest degree. The first half of its course averages half a mile in width, and runs through an almost untrodden wilderness; it abounds in falls and rapids, and is only navigable for the Indian canoe. A few miles below the southern fall in the river, is the village of Chicoutimi, at the junction of a river of the same name, which is the outlet of a long lake, named Kenokami, with the Saguenay. Here is a range of rapids which extends ten miles. The Indians say there is a subterranean fall above the foot of the rapids, which they call "Manitou," or the "Great Spirit."

To avoid these falls there is a carrying place called "La Grande Portage." An extensive lumber business is transacted here ; the village has an ancient appearance, and contains about five hundred inhabitants. The only curiosity is a rude Catholic Church, said to have been one of the earliest founded by the Jesuits. It occupies the centre of a grassy lawn surrounded by shrubbery, backed by a cluster of wood-crowned hills, and commands a fine prospect, not only of the Saguenay, but also of the spacious bay formed by the confluence of the two rivers. In the belfry of this venerable church hangs a clear-toned bell, with an inscription upon it, which has never yet been translated or expounded. From ten to twelve miles south of Chicoutimi, a beautiful expanse of water, called Grand or Ha ! Ha ! Bay recedes from the Saguenay, to the distance of several miles.

The village of Grand Bay, 132 miles from Quebec, is the usual resort for those who wish to remain any time in the neighborhood of the Saguenay. The name Ha ! Ha ! is said to be derived from the surprise which the French experienced when they first entered it, supposing it to be still the river, until their shallop grounded on the north-western shore. At the northern head of it is another settlement called Bagotville. Between these two places, the Saguenay is somewhat shallow (when compared with the remainder of its course) and varies in width from two and a half to three miles. The tide is observable as far north as Chicoutimi, and this entire section of the river is navigable for ships of the largest class, which ascend thus far for lumber.

That portion of the Saguenay extending from Ha ! Ha ! Bay to the St. Lawrence, a distance of nearly sixty

miles, is chiefly distinguished, and properly so, for its wonderful scenery. The shores are composed principally of granite, and every bend presents to view an imposing bluff. Many of these tower perpendicularly into the air, and seem ready to totter and fall at any moment. It appears awful, in steaming up the Saguenay, to raise the eyes heavenward, and behold hanging directly overhead a mass of granite weighing, perhaps,



TRINITY ROCK—RIVER SAGUENAY.

nearly a million tons. Here, as at Niagara, we feel the insignificance of man as we gaze upon the Almighty's handiwork.

Descending from Ha ! Ha ! Bay, a perpendicular rock, nine hundred feet high, is the abrupt termination of a lofty plateau called The Tableau, a column of dark-colored granite 600 feet high by 300 wide, with its

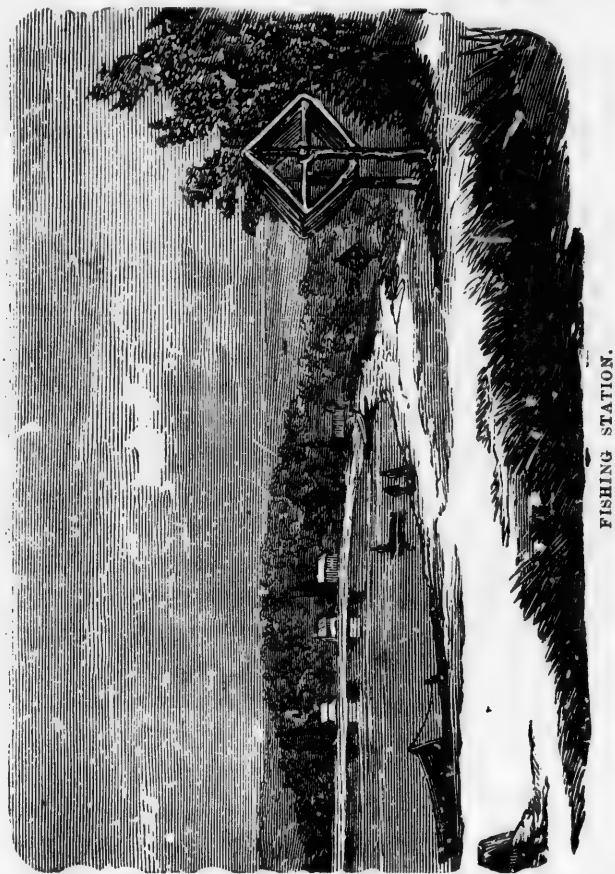
sides as smooth as if they had received the polishing stroke from a sculptor's chisel. Statue Point is also another gem of scenery; but the great attractions in the Saguenay are Cape Eternity, and Trinity Rock, on the south shore, six miles above St. John's Bay. If the only recompense for the visit to the Saguenay was a sight of these stupendous promontories, we are quite sure no visitor would ever regret it. There is an awful



CAPE ETERNITY—RIVER SAGUENAY.

grandeur and sublimity about them, which is perfectly indescribable. The steamers shut off steam at these points, and the best view possible is arranged for the passengers by the Captain. The echo produced by blowing the steam whistle is very fine indeed. The water is said to be as deep five feet from the base of these

rocks as it is in the centre of the stream, and, from actual measurement, many portions of it have been ascertained to be a thousand feet, and the shallowest parts not less than a hundred; and from the overhanging cliffs it



assumes a black and ink-like appearance. Cape Eternity is by far the most imposing. We read that an Indian hunter, having followed a moose to the brow of the cliff

after the deer had made a fatal spring far down into the deep water, is said to have lost his foothold and perished with his prey. We also learn from Le Moine's "*Oiseaux du Canada*," that two or three years ago two fine specimens of the bird of Washington, that rare eagle, were shot here, and, indeed, continually the flight of the bald-headed eagles along the summits of these beetling cliffs—the salmon leaping after its insect prey—or the seals bobbing their heads out of the water, attracts the sportman's eye.

Nothing can surpass the magnificent salmon fishing of the Marguerite and other streams, tributaries to the Saguenay.

Before taking our departure from what must certainly be classed as one of the most picturesque spots in North America, we would pause to ask the tourist whether his expectations have not been fully realized in every respect, and even far exceeded. We feel satisfied an affirmative answer is the only one that can be given to such a question, for there can be no two opinions as to the magnificence of the scenery brought before the vision on a trip up the River Saguenay to Ha! Ha! Bay. Long descriptions of such scenery can convey but little to the reader, and must be at the best very inadequate. The trip must be taken before the grandeur of the Saguenay is to any extent understood and appreciated.

Leaving Tadousac on the return journey, the steamer again makes its way across the St. Lawrence to Rivière du Loup for the convenience of Cacouna passengers. Those desirous, by so arranging it, can here go ashore, and take the train, by the Intercolonial Railway, to

Quebec. Having sailed down the river, this will prove an interesting change, and bring them into Quebec much earlier. Those remaining on the boat, will, if a fine day, enjoy the sail, calling at Murray Bay, as on the downward trip, and afterwards making straight for Quebec. Those tourists taking the train at Rivière du Loup can make connection at Point Levis, which is opposite Quebec, with trains for the White Mountains, on the Grand Trunk Railway, the next place at which we purpose stopping with them. Those who still keep to the boat, on arrival at Quebec, will probably prefer lying over a day, for rest, before proceeding on their journey.

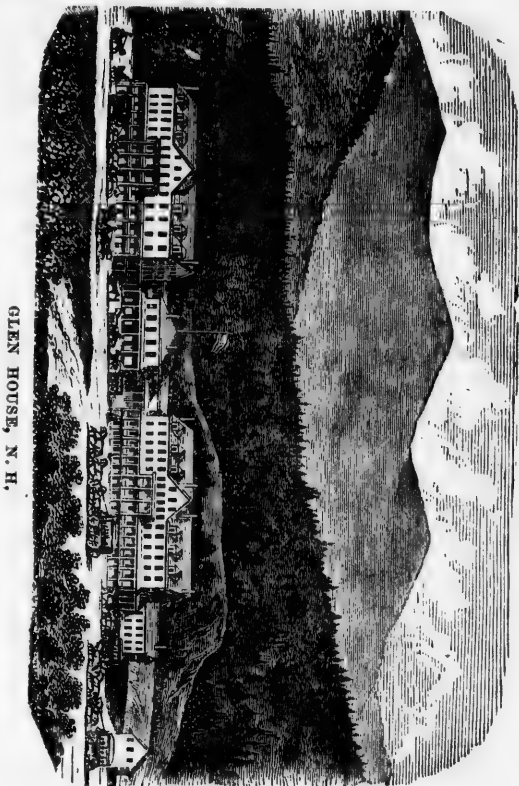
From Point Levis there is not much to be seen, and we, therefore, advise our travellers, as soon as possible after getting on the train, to get a sleeping berth, have a good night's rest, and be in good trim on reaching the White Mountains. At Richmond Station, which is the junction with the main line of the Grand Trunk Railway, our tourist can have a comfortable meal.

Twenty-five miles from Richmond is the flourishing manufacturing town of Sherbrooke. Here tourists going *via* the Connecticut and Passumpsic River R. R. will change cars.

Sherbrooke is an incorporated town, the capital of the County of Sherbrooke, on both sides of the River Magog, and on the Grand Trunk and Massawippi Valley railways, 101 miles east of Montreal.

It contains the head office of the Eastern Townships Bank, the chief office in Canada of the British American Land Company, several insurance agencies, churches of five or six denominations, an academy, many stores,

and manufactories of woollen and cotton cloths, flannels, iron castings, machinery, axes, pails, etc.; also saw mills, breweries, etc. Population about 10,000. Tourists taking the Connecticut and Passumpsic River and Massawippi Valley Railway will, at Newport, connect with the South Eastern Railway.



Continuing our tour *via* Grand Trunk we will, in about seven hours, find ourselves, after a very pretty ride through a mountainous country, at Gorham, and on landing will find coaches in readiness to take us to

the Glen House, eight miles distant. There are numerous drives around Gorham, which are all exceedingly pretty. It is a point from which the beauty of the range of Mount Moriah, Carter, and the Imp may be viewed to the best advantage. The Alpine House, a fine hotel lately erected by the Grand Trunk Railway is situated here; W. & C. R. Milliken are the proprietors. The house is handsomely furnished, and presents in all its appointments thorough accommodation.

The first desire of the tourist when he arrives at Gorham is to learn how to reach most readily the celebrated Mount Washington. Taking his seat in the coach he soon reaches the

GLEN¹ HOUSE,

which occupies a picturesque location in the valley of the Peabody River, at the base of Mount Washington. Its position in this vast arch of nature is at once striking and interesting to the tired traveller, who, drawing nearer the spot, finds the atmosphere of hospitality surrounding the house, life and bustle at its entrance, a noticeable contrast to its isolation, and a pleasant welcome after a long day's journey.

A piazza extends the entire length of the house, and commands extensive views of Mount Washington, Jefferson, Adams, Madison, the head of Tuckerman's Ravine, and the Carter Range, all of which may be considered unrivalled among the many sublime aspects of the far-famed New Hampshire Hills. The grandeur of this spectacle is a constant and unfailing source of delight to all lovers of mountain scenery.

The hotel is kept by Messrs. W. & C. R. Milliken. Stages connect this hotel with the Grand Trunk Rail-

The Tourists' Store,

NO. 39 ST. JOHN ST., QUEBEC,

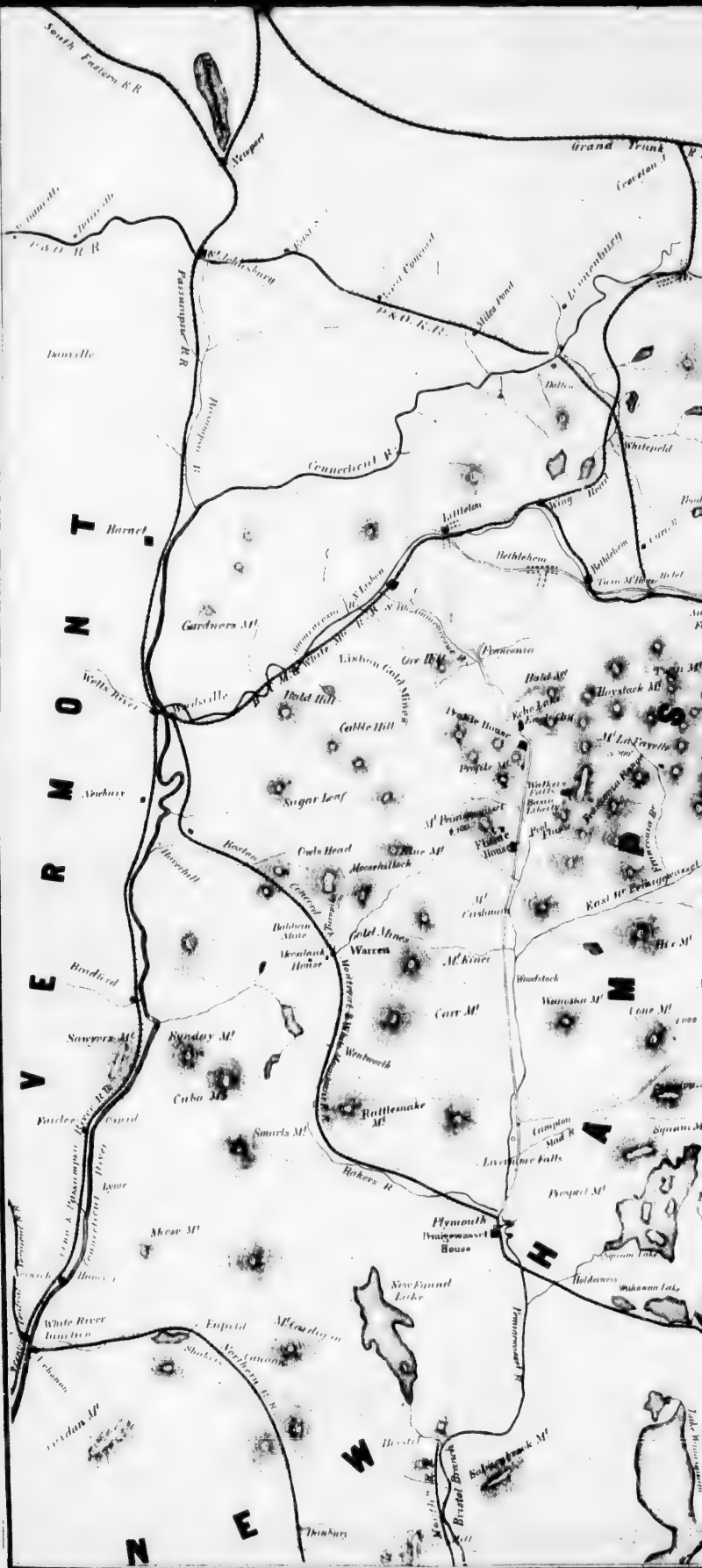
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EIGHTEEN HUNDRED

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the Cities, Towns, Villages, etc., in the several Provinces
COLORED MAP OF THE DOMINION OF CANADA.

Edited by P. A. CROSSBY, assisted by J. H. H. H.

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drawn from official sources, as to the Names, Locality, Extent, etc., of over

TEN HUNDRED LAKES AND RIVERS;

g the proximity of the Railroad Stations, and Sea, Lake and River Ports, to
the several Provinces, (this Table will be found invaluable); and a Neat
UNION OF CANADA.

by P. A. CROSSBY, assisted by a Corps of Writers.

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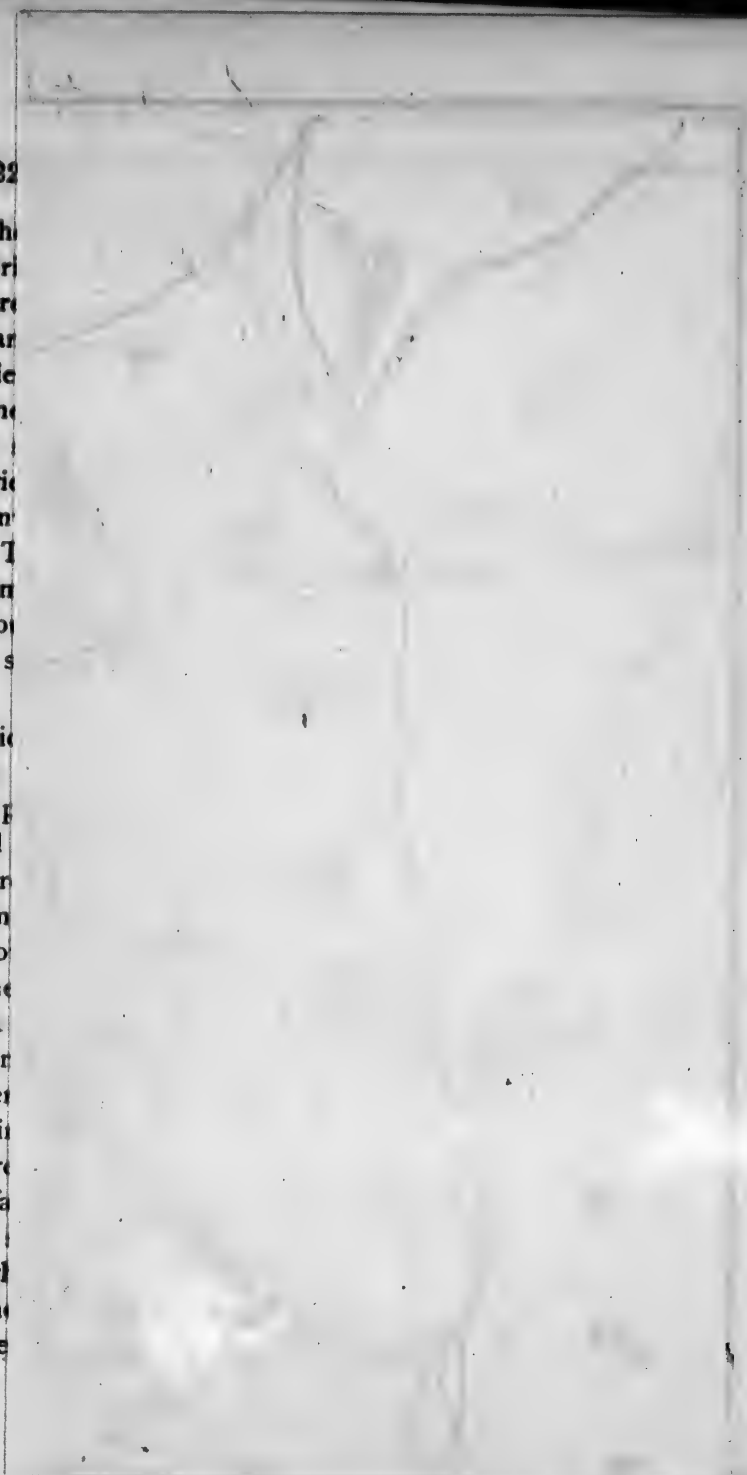
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way at Gorham, 8 miles; Portland and Ogdensburg Railway at Glen Station, N. H., 15 miles; Eastern Railway at N. Conway, 20 miles; and Mount Washington Railway, at summit of Mount Washington, 8 miles.

ASCENT OF MOUNT WASHINGTON.

The carriage road, a triumph of engineering skill, was opened in 1861. The carriage grade is 12 feet in 100. So beautifully constructed is the road that no more discomfort is experienced than in the same amount of riding upon any other road. During the first four miles the road winds among the forest trees until we reach "the Ledge," where the road emerges from the forest and the beauties of the ascent begin. From this point the road winds along the verge of a deep ravine, between Mounts Washington, Clay and Jefferson. Passing onward we have a most charming view of the Saco Valley. The path now rises on a series of plateaux, and ascending the last part of the steep cone we stand upon the summit. What a magnificent prospect! A horizon of nearly 600 miles bounds the prospect, and the mountain peaks stand on every side as sentinels. Formerly there were two hotels on the summit. These have been united under one management, and are now known as Mount Washington Hotel. To enjoy the mountain scenery it is advisable to remain over night, and, if it be clear, the gratification will be complete. The sunset is magnificent beyond description. As the sun sinks in the west, the shadows of the mountain enlarge, and extend far and wide.

The great pyramidal shadow of the Summit travels along the eastern landscape, gradually darkening green

fields, pleasant lakes, winding rivers, and the snug hamlets that line their shores, till, reaching the horizon, the apex actually seems to lift itself into the haze. The line of ocean is now distinctly visible. The western mountains are glowing with golden light. The sun goes down in a blaze of glory. Then, as the shadows deepen, the mists begin to collect on the surface of every lake, and pond, and brook, till it seems as though each little sheet of water was blanketed and tucked in beneath its own coverlet of cloud, to spend the night in undisturbed repose. Soon the Great Gulf—the deep ravines on either side—is filled with vapor, which, accumulating every moment, comes rushing up the slopes of the mountain till all the hollows are full to the brim. Then the surrounding summits peer out, lifting their heads above the dense masses. It seems as though one could walk across to Clay, Jefferson, Adams and Madison upon this broad platform of mist. Should this phenomenon occur before sunset, as sometimes it does, the effect is indescribably beautiful and grand, as if bridges of burnished gold had been thrown across the deep chasms from mountain top to mountain top. Through the long twilight these magical and shifting scenes continue till the hour of retiring comes. At early dawn the traveller is aroused to witness the reverse of the picture which he saw on the previous evening. The sun comes up from the sea, the great pyramid of shadow beginning in the west gradually contracts, the little cloud blankets rise from the lakes and float away into the upper air, and the sun, "as a bridegroom coming out of his chamber," clothed in light, "rejoiceth as a strong man to run a race."

There are many other pleasant trips to be made from the Glen House, one being a ride to the Imp, passing the Garnet Pools, where the rocks for some distance are curiously worn and polished by the action of the water. Next are the Thompson Falls, a series of delightful cascades and water slides. We then reach the



EMERALD POOL,

a beautiful spot, the theme of many a poet's song, and a subject for the artist's pencil. After tossing and tumbling among rocks here, the pool flows into a quiet basin, where resting itself for a short time, it again emerges to recommence its toilsome journey.

Four miles from the hotel is situated the

GLEN ELLIS FALLS,

a narrow cataract which falls from a great height into a shallow basin below. This fall is very beautiful, and amply repays the time occupied in reaching it.

We next visit the

CRYSTAL CASCADE,



GLEN ELLIS FALLS.

about one mile from the Glen Ellis Falls. Its descent is about eighty feet. At Glen Ellis the whole stream pitches in one tide, but here the water is spread to the utmost, and the appearance of the cascade has been compared to an "inverted liquid plume," a very happy simile.

TUCKERMAN'S RAVINE

is a tremendous gulf on the south side of Mount Washington. It has been called the Mountain Coliseum, and it is hard to realize the grandeur of the scenery here presented.

We now leave the Glen and continue our journey to



CRYSTAL CASCADE.

the Crawford House. The stages run twice a day to connect with the trains of the Portland and Ogdensburg R. R. at Glen Station. On leaving the Glen House the road lies towards the south. Passing onward we enter

PINKHAM NOTCH,

passing through which we speedily reach Jackson. A mile beyond this are the Goodich Falls, the largest perpendicular fall to be seen among the mountains. Soon after leaving the falls we reach Glen Station, where we



CRAWFORD NOTCH—WHITE MOUNTAINS.

take the cars. As we proceed up the Saco Valley we have before us to the left the three peaks of "Tremont," and directly behind we see the noble form of old Kearsage. At last

CRAWFORD NOTCH

bursts upon our view, and looking up the gorge we have Mount Webster on our right, Willey on the left, with Mount Willard forming the centre of the picture.

No traveler through the mountains should miss the view from Mount Willard. The summit is reached from the Crawford House by the carriage road, a distance of a mile and a half. The view is one of the most surprising in the mountains. The valley and the Saco River are nearly twenty-five hundred feet below. The view is grand in the extreme, and here at one glance can be seen a greater part of the White Mountain Notch. The best time to see it is two or three hours before sunset, when the lengthening shadows are creeping down the western side of the Notch and begin to extend up the sloping sides of Mount Webster. This view is in some respects more beautiful and startling than any seen from Mount Washington.

Descending into the Notch, a short distance brings us to a point where stands the Willey House, at an elevation of two thousand feet, made famous by the slide of August 28th, 1826, when the face of Mount Willey slid into the Notch below, and in which the entire Willey family perished. No one can visit the old house, the rock in its rear which parted the slide, and the spot where the remains of some of the victims were found, without sharing the feelings of those who went in search of them.

The road now winds up a narrow ravine for about three miles, and as this is generally traversed towards evening, the scene is one of gloomy grandeur. With dark rocky walls, 2,000 feet high on either hand, we

feel our own nothingness, and a feeling of relief is experienced when we emerge from the defile, and see but a short distance before us

THE CRAWFORD HOUSE, a large new edifice, very commodious and agreeable. Pleasant piazzas outside, and spacious halls within, well furnished parlors, and handsome dining-rooms, the tables loaded with the delicacies of the city and the substantial articles of the country. These, with numerous other attractions provided by the courteous proprietors, Messrs. A. T. & O. F. Barron, combine to render a week's visit to the mountains all that could be desired. No more pleasing landscape can be found than that which is seen from the hotel piazza. A wide lawn and the acid little lake, the source of the Saco, comes under the eye. Beyond is the Notch, with Mount Webster on the left and Mount Willard on the right. A more quiet and restful view is not had in any place. Here the cares of life are forgotten and the old grow young in spirit. The air is invigorating and stimulates the body and mind to greater activity. The hotel is lighted with gas throughout. Our space will not permit of an extended notice of all the points of interest encircling this spot. A visit to Mount Willard will certainly be made. The ascent is very easy and pleasant, while the view from the summit affords more pleasure than far more lofty peaks. Near the summit is a remarkable cavern, worthy of a visit. In the Notch are many points of interest. The Flume, three-quarters of a mile from the hotel, derives its name from the narrow and deep ravine through which the waters of a mountain stream rush with great rapidity. Silver Cascade, a short walk below the entrance

of the Notch and Ripley Falls, six miles below the Crawford House, are well worth seeing, especially in times of high water. The great feat, however, will be the ascent of Mount Washington, distant about nine miles from the hotel. There are special attractions in the old bridle path, which to many surpass those of stage or railway travel, therefore it is not to be wondered at that so many ascend by this route. We first scale Mount Clinton, 4,200 feet, from the summit of which a noble view is obtained. We now descend to the ridge which joins Clinton to Mount Pleasant, and, taking the path around the southern side of the mountain, we come to a plain lying at the foot of Mount Franklin, which we ascend, and the view is extremely grand. Passing Mount Monroe, several hundred feet below the summit, and winding round it, we gain our first view of Mount Washington, which we ascend by the south-western side. The view from the summit we have already described. From our lofty position we shall descend by the Mount Washington Railway.

This road was commenced in 1866, and the success which has attended the enterprise has been very marked. Few people now visit the mountains without making the journey one way at least by rail. The descent to the terminus is 2,625 feet, the terminus being 2,668 feet above the water. The greatest grade is 1,980 feet to the mile. The road is most substantially built, and, beside the usual rails, there is a centre rail, of peculiar construction, to receive the motive power. This consists of two bars of iron with cross pieces every four inches, and a centre cog-wheel in the locomotive plays into this rail.



The locomotive, as it first comes out of the house, has the appearance of being ready to fall over. As soon as it commences the ascent it stands upright, the slant being given to it to secure more uniform action. The driving wheel is geared into a smaller wheel, which connects directly with the crank. Four revolutions of the engine are required to make one of the driving wheels, thus sacrificing speed to power. The engine is not connected to the car, but simply pushes the car up the track. On the return it allows the car to follow it down at a slow rate of speed.

To protect the train from accident, a wrought-iron dog constantly plays into notches on the driving wheel so that if any part of the machinery gives way, the train is arrested where it is. There are also the usual friction brakes, and in addition, atmospheric brakes on each side of the car. These last alone are sufficient to stop the car and hold it in any position.

The cars are comfortable and easy, and the trip is made without danger or fatigue. The cars are provided with seats placed at an angle, which brings them nearly on a level on the ascent. They all face down the mountains. There is, however, an aisle in the car, and platforms at each end, so that views may be had from all directions.

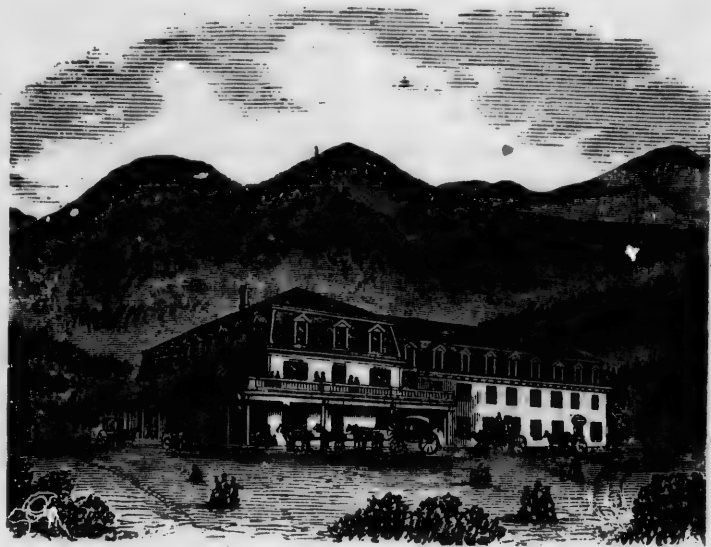
Having reached the lower terminus of the railroad, we proceed by rail to the Fabyan House, or Crawford House, at either of which points we may, if desirable, take the Portland and Ogdensburg Railway to North Conway, and Portland, or Boston. Visitors at the mountains, in whose itinerary the "Portland and Ogdensburg" may not have been included, will find trains conveniently arranged for excursions from the Crawford or Fabyan Houses, through the celebrated White Mountain Notch, to North Conway and back, or to the cool and bracing airs and numerous attractions of Portland and the sea-shore resorts in its vicinity. On page 234 we fully describe this pleasant route.

We now propose starting on a tour from the terminus of the Mount Washington Railway, the Franconia Range. From the Fabyan House, a fine new hotel, we speedily reach the lower Ammonoosuc Falls, a singularly beautiful and attractive cascade. Still further onward and

THE TWIN MOUNTAIN HOUSE

appears in sight. This house is owned and kept by the Messrs. A. T. and O. F. Barron, of the Crawford and Fabyan Houses. It has for years maintained an excellent reputation, and yearly attracts a large number of guests. It is situated at the junction of

the roads leading to Whitefield and the Profile House, and is also the terminus of the White Mountain Railroad from Wing Road. Having rested, we make our arrangements for our mountain trips, and shortly after leaving the hotel, we cross the Ammonoosuc Bridge and enter the village of Bethlehem, a place of considerable attraction for persons spending a few weeks in this region. Pursuing our onward course we ascend a high hill, from



TWIN MOUNTAIN HOUSE,

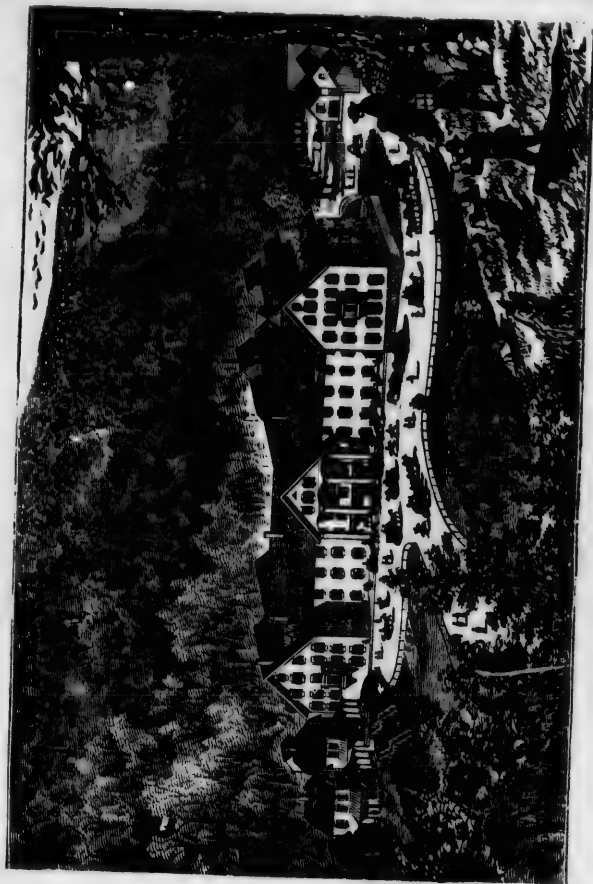
the summit of which we have the whole of the Franconia Ridge before us, while to the right is the Notch, with its dark opening. Descending the hill and coursing the valley, we begin the ascent of the Notch, and threading our way along its ravines, we reach the

PROFILE HOUSE, FRANCONIA NOTCH.

It stands on a plateau which overlooks the Ammonoosuc River, within five miles of the Fabyan House, and is surrounded by some of the finest scenery in the mountain region. The view from the piazzas and the observatory is unsurpassed for beauty and grandeur. The great mountain summits are seen on either hand. On the south are Lafayette, Haystack and the Twins. On the east is the entire White Mountain range from Mount Washington to Mount Webster, the latter forming one side of the celebrated White Mountain Notch. This is the centre of a great basin, and more mountain summits can be seen from this hotel than any other in the mountains. The great wall of living green which rises across the Ammonoosuc and in front of the house, is a pleasing object for the eye to rest upon, while the ever-flowing river which winds below, over rapids and through beautiful meadows, makes sweet music to the ear.

This favorite summer resort, situated nineteen hundred and seventy-two feet above tide-water, has long been known and appreciated by thousands of summer visitors. Its location is well described by the Rev. Dr. Prime: "A plain of a few cleared acres in extent, in a gorge that admits the passage of a narrow carriage-way, mountains two thousand feet high rising almost perpendicularly on each side, with two lovely lakes lying under the hills and skirted with forests has been chosen as a summer resort and the site of a magnificent hotel, in which five hundred guests find refreshment and a cool retreat from the torrid heat that blights the world below. It is never hot at the Profile House." The ample

grounds, commanding wide and beautiful views, are crowded during the pleasure season with a happy company, gathered from all parts of the land, who find here that cleanliness and attention, with that ample and sub-



PROFILE HOUSE.

stantial profusion of viands which mountain air and exercise make, more than elsewhere, a necessity.

The parlor and dining hall are spacious and elegant

(about 130 by 50 feet area), and the whole building is lighted with gas. The telegraph runs to this point, and the man of business may receive his mails with regularity, and send his commands along the wires, while he gathers strength in the mountain air, and marvels among the mysteries of the hills. Many improvements are yearly made. The furnishing is elegant and complete, and the location superior.

HOW TO REACH THE PROFILE HOUSE.

All rail and through in the day from Boston, Newport, New York, Saratoga, Lake George, Montreal, Quebec, Portland, etc., via Profile and Franconia Notch R. R., from Bethel station, or by daily stages via Flume House and Pemigewasset Valley, connecting at Plymouth with trains of B. C. & M. R. R. to and from Boston, New York, and all points.

FRANCONIA NOTCH,

in which the Profile House is situated, is a pass about five miles in extent, between the Wesark, Lafayette and Mount Cannon.

The Franconia hills, with their beautiful scenery, are the theme of admiration to the tourist.

The grandeur is not overpowering, as at the White Mountains, but, for quiet beauty and repose, the Notch cannot be excelled.

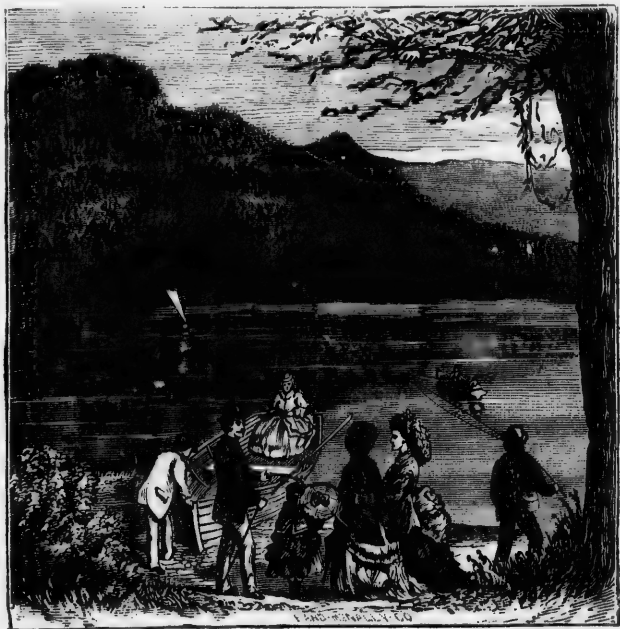
Near the Profile House, northward, a short distance, lies

ECHO LAKE,

a clear, limpid sheet of water, two hundred rods from the Profile House, of great depth and transparency,

encircled by rare scenery. Here are the centres of the most marvellous echoes ; the human voice will be echoed distinctly several times, while the report of a gun breaks upon the rocks like the roar of artillery. The Indians believed that these echoes were the voice of the Great Spirit.

Our space forbids lengthy notices of all the points of



ECHO LAKE.

interest in this vicinity. We shall, therefore, merely name the more prominent.

Eagle Cliff, a magnificent bold promontory, almost overhangs the hotel ; but the sight of sights is the celebrated Profile, or Cannon Mountain, directly opposite the cliff. It derives the latter name from a group of

mighty rocks upon its summit, which, viewed from the hotel, looks like a mounted cannon. The former name, however, is its most familiar title.

The most attractive point of interest is the Old Man of the Mountain, or the Great Stone Face, which hangs upon one of the highest cliffs, twelve hundred feet above Profile Lake—a piece of sculpture older than the



THE PROFILE.

Sphinx. This strange apparition, so admirably counterfeiting the human face, is eighty feet long from the chin to the top of the forehead, and is formed of three distinct masses of rock, one making the forehead, another the nose and upper lip, and a third the chin. The rocks are brought into the proper relation to form the profile at one point only, namely upon the road

through the Notch, a quarter of a mile south of the Profile House. The face is boldly and clearly relieved against the sky, and, except, in a little sentiment of weakness about the mouth, has the air of a stern, strong character, well able to bear, as he has done unflinchingly for centuries, the scorching suns of summer and the tempest-blasts of winter. Passing down the road a little way, the "Old Man" is transformed into a "toothless old woman in a mob cap;" and soon after, melts into thin air, and is seen no more. Hawthorne has found in this scene the theme of one of the pleasantest of his "Twice-told Tales," that called "The Great Stone Face." It is within one hundred rods of the Profile House, and is unquestionably, the most remarkable natural curiosity in this country, if not in the world.

Immediately below the Face nestles the beautiful sheet of water known as *Profile Lake*, or, *The Old Man's Mirror*. It is one of the gems of mountain pictures. The finest trout live in its waters. At the Trout House, a short distance below the Lake, can be seen several hundred of these speckled beauties.

Mount Lafayette, 5,280 feet high, is the monarch of Franconia. Walker's Falls is a most picturesque mountain cascade. The Basin, five miles south of the Notch, is a remarkable spot. Pemigewasset River has here worn curious cavities in the rock. The basin is 45 feet in diameter. It is nearly circular, and has been gradually worn to its present shape by the whirling of rocks round and round in the current. Just below the Basin is

THE FLUME,

one of the most famous of all the Franconia wonders.

Leaving the road, just below the Basin, we turn to the left among the hills, and, after a tramp of a mile, reach a bare granite ledge, 100 feet high, and about 30 feet wide, over which a small stream makes its varied way. Near the top of this ledge we approach the ravine known as the Flume. The rocky walls here are 50 feet in height, and not more than 20 feet apart. Through this grand fissure comes the little brook which we have just seen. Except in seasons of freshets, the bed of the



SILVER CASCADE.

stream is narrow enough to give the visitor dry passage up the curious glen, which extends several hundred feet, the walls approaching, near the upper extremity, to within ten or eleven feet of each other. About midway, a tremendous boulder, several tons in weight, hangs

suspended between the cliffs, where it has been caught in its descent from the mountain above. A bridge, dangerous for a timid step, has been sprung across the ravine, near the top, by the falling of a forest tree. The Cascade, below the Flume, is a continuous fall of more than 600 feet, the descent being very gradual.

SILVER CASCADE, OR THE SECOND FLUME.

The Pool, a wonderful excavation in the solid rock, and the Georgiana, or Howard Falls, complete the lions of this region.

If the tourist desire, he may continue his stage ride to Plymouth, and return to New York or Boston, *via* Boston, Concord, Montreal and White Mountain Railroad and its connections.



THE FABYAN HOUSE.

This new and first-class house is the largest and most complete of the hotels in this section of the mountain, is situated at the centre of the mountain railway system. All the express trains with Pullman and other palace cars which run between Boston, Fall River, Pro-

vidence, Worcester, Springfield, New York and the White Mountains, arrive and depart from this place. All trains to the summit of Mount Washington and through the White Mountain Notch, leave the depot in front of the hotel. It is also the nearest railway station to the summit of Mount Washington. This was one of the earliest settled places in the heart of the mountains, and was one of the favorite points from which to make the ascent of Mount Washington long before any railroad was built in this part of the state. From the hotel there is an excellent view of the Mount Washington railroad, with its ascending and descending trains. The White Mountain range is in full view, with Mount Washington rising above all the rest. The sunsets seen from here are often beyond description and are truly gorgeous. West of the hotel is a beautiful interval cleared of forest trees many years ago. South, is a high mountain range. On the north is Mount Deception, rising abruptly, and from it is a good view of the Ammonoosuc Valley and the mountains. On the east is the White Mountain Range, with the distinct summits of Washington, Monroe, Franklin, Pleasant, Clinton, Jackson and Webster, sharply outlined against the blue heavens beyond. Here old Ethan Allen Crawford, the giant of the mountains, lived and died, and a suitable monument on an adjacent elevation, overlooking the valley, marks his last resting-place. The Fabyan House has many peculiar advantages and is a favorite with tourists who come to the mountains. It is large and commodious and will accommodate over four hundred guests. All its rooms front upon beautiful scenery and are high and airy. A large farm is connected, supplying milk and other luxuries. The Fabyan House

has been built by a company, who saw the need of a better house in this section to accommodate the greatly increasing travel. Two hundred thousand dollars have been invested in buildings and farm. Spacious and high-studded rooms, telegraph office, first-class livery, billiard-room, bath-room, etc. The elevation is 2,000 feet above sea level. No fever or asthmatic difficulties. Messrs. A. T. & O. F. Barron, of Crawford and Twin Mountain Houses, are the proprietors of this hotel, which is under the management of Mr. Oscar G. Barron.

Having thus briefly described all the principal points of interest in and about the "Switzerland of America," we shall exercise the liberty given to "Knights of the Quill," and shall imagine ourselves at once transported over the mountain peaks to our starting-point at Gorham.

Leaving the White Mountains with all their varied attractions, we once more take our seat in the train and proceed to Portland. We find ourselves whizzing along through a magnificent mountainous country, which probably excels anything of its kind in America, and we recommend a good look-out being kept during the journey, for the scenery cannot fail to please. On arrival at Danville Junction those desirous have time to obtain refreshment, and persons who are accustomed to travel know that it is just as well to take good care of the inner man, so as to be securely fortified against the fatigue that always, more or less, attends long journeys.

PORTLAND.

AFTER leaving Danville Junction, nothing of note is seen until a short distance off Portland, when we come in sight of the Atlantic, and feel the sense of pleasure which is experienced on getting near home after a long absence. Arriving at Portland, the principal city of Maine, our tourist will feel virtually at home at the Falmouth Hotel—the largest first-class hotel in the State, and second to none in New England—or at the Preble House. To those who have never been in Portland, and can spare the necessary time, we would say,



FALMOUTH HOTEL, PORTLAND, ME.

spend a day or two there by all means. It is one of the most pleasant and agreeable cities in the Eastern States, with wide streets and avenues nicely kept, well meriting its title, "The Forest City."

Portland is handsomely situated on a peninsula occupying the ridge and side of a high point of land, in the south-west extremity of Casco Bay, and, on approaching it from the ocean, is seen to great advantage. The Harbor is one of the best on the Atlantic coast, the anchorage

being protected on every side by land, while the water is deep, and communication with the ocean direct and convenient. It is defended by Forts Prebly, Scammell, and Gorges, and dotted over with lovely islands. These islands afford most delightful excursions, and are among the greatest attractions of the vicinity. On the most elevated point of the peninsula is an observatory, 70 feet in height, commanding a fine view of the city, harbor, and islands in the bay. The misty forms of the White Mountains, 60 miles distant, are discernible in clear weather. The original name of Portland was Muchigonee. It was first settled by the whites as an English colony in 1632, just two centuries before the charter of the present city was granted. On the night of the 4th of July, 1866, a fire occurred which swept away nearly one-half of the whole business portion of the city. The entire district destroyed by the fire has been since rebuilt, most of the stores and dwelling-houses having Mansard roofs, which give a most picturesque and charming appearance to the city.

Portland is elegantly built, and the streets beautifully shaded and embellished with trees, and so profusely that, before the fire, they were said to number no less than 3,000. Congress Street, previous to the fire the main highway, follows the ridge of the peninsula through its entire extent. Among the public buildings of Portland, the City Hall, the Post-Office and some of the churches are worthy of particular attention. The collection of the Society of Natural History, organized in 1843, was totally destroyed by the fire, but has since been erected again, and now comprises a fine cabinet, containing specimens of the ornithology of the State, more than 4,000 species of shells, and a rich collection of

mineralogical and geological specimens, and of fishes and reptiles. The Library, incorporated in 1867, has a collection of 10,000 volumes, and the Mercantile Library possesses also many valuable books. The Marine Hospital, erected in 1855, at the cost of \$80,000. is an imposing edifice. Among the most imposing structures in the city are the extensive buildings, now occupied by the Portland Packing Company, preservers of provisions by hermetically sealing in tins, the largest manufacturers of this class of goods in the world, operating over twenty different establishments in the British Provinces, and Maine, and having agencies in every part of the habitable globe. To give a slight idea of the extent of their business, it is stated that they use over one hundred thousand lobsters a day, and pack over one hundred thousand tins of sugar corn, besides a great variety of other articles, such as mackerel, salmon, beef, mutton, poultry, fruit, etc., etc. The two first-named articles especially, known as Star lobster and Yarmouth sugar corn, are largely shipped, and travellers mention having found their well-known labels upon cans scattered about the great pyramids, in the desert, and upon the highest mountain peaks, perishable monuments, it is true, of their usefulness to mankind, but, nevertheless, speaking ones. Within the past few years water has been introduced into the city from Sebago Lake.

In the vicinity are pleasant drives (notably the one to Cape Elizabeth), and the islands in the harbor furnish material for delightful water pic-nics and excursions.

It has been affirmed by travellers that among the finest scenery in the world is that which is visible from the Observatory in Portland. A most enchanting prospect is presented by sea and land, of which the city

forms the central object, and the White Mountains, with the broad Atlantic, mark the boundaries east and west. All these combine to make Portland a place worthy of the tourist's notice.

"The beautiful town that is seated by the sea."

Cape Elizabeth is a very favorite resort ; being but a few miles out of the city, an afternoon cannot be better passed than by taking a drive out there. Excursions can also be made to the "Ocean House" and "Orchard Beach," both of which are exceedingly pleasant. Then there are the 365 islands, including "Cushing's," most of which can be reached by ferry boat or yacht, and where there are always to be found a great many visitors seeking health and relaxation from business. At several of these islands good hotels are to be found.

PORTLAND AND OGDENSBURG RAILROAD.

This new road offers superior attractions to pleasure-seekers, and no one visiting Portland or the White Mountains should fail to make a trip to some of its favorite resorts. The road is now completed through the famous "White Mountain, or Crawford Notch," and running by the Crawford and Fabyan Houses, ninety miles from Portland, it furnishes a most attractive and expeditious route to those points and the summit of Mount Washington. A trip over the "Portland and Ogdensburg" comprises in itself one of the grandest and most exciting features of the entire White Mountain tour—the ride through the "Notch." The road is built upon the mountain side, some hundreds of feet above the valley and highway, and the uninterrupted view from the cars reveals many interesting and extensive scenes, unknown to travellers by the old and now discontinued

stage route—at the same time retaining all the attractions of that delightful ride through this remarkable pass. But little more than three hours is necessary to effect the transition from the sea-coast to the very heart of the mountains, and a day can be filled with constant pleasure by a jaunt from Portland to

NORTH CONWAY, CRAWFORD'S OR FABYAN'S.

A few hours spent in visiting the natural attractions of these resorts, and we return to Portland in the evening. The route of the Portland and Ogdensburg Railroad lies up the lovely valleys of the Presumpscot, and Saco Rivers, skirts for three miles the shores of Sebago Lake and passes through the beautiful towns of Hiram, Brownfield, Fryeburg and Conway, with their broad intervals flanked by lofty mountains and jewelled with the gleaming waters of winding stream and placid lake. Landscapes of woodland, meadow and cultivated tracts, dotted with pleasant villages; rivers with their changing moods of gentle currents, hurrying rapids and leaping waterfalls; lakes and ponds of varying form and size, mirroring in their depths the beauties of earth and sky, and mountains of gradually increasing height from the low eminence, crowned, perhaps, with thrifty farms or forest growth, to bald and rugged peaks towering above the clouds, fill the view from the beginning to the end of the journey. You can breakfast in Portland, make the trip to the mountains without fatigue, dining at the famous mountain hotels, and return to Portland early same evening, or you can make the excursion according to the time at your disposal, of longer duration by stopping over at the many points of interest *en route*, and resuming the journey at pleasure, as two or more through trains are run daily during the summer season.

It may be added that this route from Portland, up the Saco Valley through Hiram, Fryeburg and Conway, and so on to the mountain resorts, was a favorite in the early days of White Mountain travel, before the swift and commodious railroads from other directions had supplanted the stage coach. It has been pronounced the finest of all the approaches to the mountains, and now that the trip this way can also be accomplished behind the "Iron Horse," we may expect the route to regain its old-time popularity, multiplied by the largely increasing tide of visitors to the glorious "White Hills."

In no way is the progress of a city more decidedly marked than by noticing the efficiency of its leading journals. In Portland, the leading paper is the *Portland Eastern Argus*, the leading Democratic organ of the State, which has been established seventy-seven years, and has a circulation second to no other journal in Maine.

PORTLAND TO HARRISON, AND RETURN VIA SEBAGO.

Sebago Lake, situated seventeen miles from Portland, forms part of a navigable water extending from the Lake Station on the P. & O. R. R., to Harrison, thirty-four miles distant, and comprising the Lake, Songo River and Long Pond, the two larger bodies being connected by the Songo. The Lake is fourteen miles long by eleven wide, in widest part, and its waters are bounded by shores of varied form and attractiveness, with fine views of the distant mountains. An hour's sail brings us to the mouth of the Songo, whose channel extends in serpentine windings six miles to overcome the mile and a half interval, "as the crow flies," separating Sebago from Long Pond. The sail up this beautiful stream is one of novel and exciting interest, its narrow and tortuous course between low banks thickly wooded to the

water's edge, or relieved here and there by small clearings and meadow lands; the lock at the head of the river through which the level of the upper waters is gained, and the spirit of quiet restfulness and retirement pervading all, being long remembered by those fortunate enough to enjoy the pleasures of this remarkable excursion. Passing out of the river we enter Long Pond, which, including its subdivisions, known as the "Bay of Naples," and Chute's River," is fourteen miles long, and averages in width about one and one half miles. The character of its scenery differs from the surroundings of Sebago—the shores being more irregular in outline and of higher elevation at many points. The land adjoining the Pond is dotted with many farms and villages—Naples, Bridgton, North Bridgton and Harrison being places of considerable business, and noted as pleasant summer resorts. Two steamers ply in summer over these waters, making the round trip, daily, between Sebago Lake and Harrison, and connecting at the Lake Station with trains of the Portland and Ogdensburg Railroad. Parties can leave Portland in the morning, make the trip to Harrison and back, thus enjoying a fine inland water excursion of sixty-eight miles, and, on return to the lake, take cars either for Portland or North Conway and the mountains, arriving at destination early same evening.

Many other points of attraction are found in a trip over the Portland and Ogdensburg, but our space will not admit of their enumeration. We can only advise all who have opportunity to become personally familiar with, at least, some of the features of this inviting pleasure route.

NORTH CONWAY,

on the line of the Portland and Ogdensburg Railroad, a favorite resort much frequented by artists and tourists, lies just at the portal to the White Mountains, whose snow-capped peaks form the back-ground for the most delightful views. The village lies at the foot of the grand old Kearsage Mountain. The principal hotel is the Kearsage House, Messrs. Thompson & Sons, proprietors. This house has been entirely reconstructed recently, and now embraces 150 rooms for guests. A fine plank walk is laid from the station to the hotel. From this point the whole range of the White Mountains is easily accessible.

LAKE SEBAGO,

meaning in Indian "stretch of water," is in some places four hundred feet deep, and is bounded by the towns of Standish, Raymond, Casco, Naples and Sebago. The Lake is traversed by two new and elegant side-wheel steamers, the "Sebago" and the "Mt. Pleasant," of similar size and design. Each is about 87 feet long by 24 feet beam, contains a promenade deck 72 feet long. Steaming up the Lake at the rate of fourteen knots an hour, we pass on our right, Indian Island, with an area of seventy-five acres; little One Tree Island, with its scraggy old stub surmounted with an eagle's nest; and soon approach, on our left, Frye's Island, with its thousand acres of dense forest. Sailing up its eastern shore, we enter the "Notch," a narrow neck of water between the island and Raymond Cape, five miles from the Lake Station. At this point the island, with its rocky beach, green slope, primitive cottages, and wooded back-ground, forms a pleasant picture, often enlivened

with the tents of camping-out sportsmen. Below, on our right, are the celebrated "Images." This curious mass of rock rises perpendicularly from the water nearly 70 feet, and then slopes, in jagged, fanciful shapes, to a still further height of some 30 feet. The water at the foot of the precipice is 85 feet deep. Here, too, is the "Cave," which possesses a peculiar interest, from the fact that it was a favorite boyhood haunt of Nathaniel Hawthorne. It is a square aperture, four feet by six, in the solid rock, into which the great novelist was wont to sail in his tiny fishing boat, which he could do to a distance of 25 feet, and then clamber through a short passage to the outer world.

On—still on—and we are now upon the broadest part of the Lake. Flocks of white sea-gulls fly over our heads, while an occasional loon or a bevy of ducks start up in alarm at our approach, followed by the shots of sportsmen abroad. To the north-east Rattlesnake Mountain is seen and in the same direction, near the lake, is seen the early home of Hawthorne. The scenery on the west is wilder and more rugged. Saddleback Mountain, in Baldwin, is plainly visible, from which the eye roams north-east, beyond the "Great Bay," over the Sebago hills, and farms and forests. Still farther north is Peake Mountain, beyond which the view extends northward to Mount Kearsage, so blue and cold in the hazy distance, while the White Mountains may be distinctly seen on the western horizon.

Passing up the Songo and Long Lake we reach Harrison village, the terminus of the steamer route. A short ride by coach, or private conveyance, brings us to the foot of

MOUNT PLEASANT.

The ascent to this is steep, especially as we near the summit, which is 2,018 feet above the level of the sea. Reaching this, our toils and restrained curiosity are amply compensated by the magnificent view.

A horizon of three hundred miles bounds the prospect!—a prospect in many respects the finest in New England. Some fifty lakes and ponds may be distinctly seen from the summit by the naked eye, and the view far surpasses that offered from Mt. Washington, being unobstructed by clouds and neighboring mountains, and rich in all the varied characteristics of the beautiful, the sublime, and the picturesque.

From Portland, two or three different routes can be chosen, according to the time and inclination of the traveller. If desiring to go to New York direct, and preferring a sea passage, the steamers of the Maine Steamship Co. ply regularly, and in fine weather this will be found an exceedingly pleasant trip. The fine steamers *Elenora*, *Franconia*, and *Chesapeake* form a line leaving Franklin wharf, Portland, every Monday and Thursday afternoon; they are fitted up with fine accommodation for passengers; passage, including state-room, \$5, meals extra. We shall, however, presume that the majority travelling intend to go *via* Boston, and, if possible, rest a while in that fine city, rather than hurry on at railroad speed, which cannot but prove tiresome. Therefore to such there is the choice of land or water carriage. The Portland Steam Packet steamers, elegantly furnished, of thorough sea-going qualities, leave Portland every evening for Boston, the passage occupying about ten hours; by adopting this mode of conveyance, passengers are landed after a complete night's rest, free

from the weariness attending a journey by railway. Those preferring the road can take the train of the Eastern Railroad. A pleasant ride of 56 miles, and we arrive at the fine city of


PORTSMOUTH,

New Hampshire. It is one of the oldest, most historic and attractive spots on the coast of New England. Within and around it are almost innumerable places and objects of interest to the tourist. It is situated on the westerly bank of the Piscataqua River, which separates the States of New Hampshire and Maine. It was the residence of the Royal Governors in colonial days, and was the first soil of New Hampshire trod by the English. One of the interesting features of the city is the "Governor Wentworth mansion," which was erected by him in 1750. The United States navy-yard is located here. Within a radius of ten miles there are many charming places of resort accessible, both by land and water. The ocean view is extensive and very fine. The "Isle of Shoals" is a group of picturesque isles : with their quaint houses and numerous fleet of boats, they are points of great attraction during the summer season, and are seven miles distant from Portsmouth, with steamers plying daily. The principal Hotel in Portsmouth is the "Rockingham House," Mr. Frank W. Hilton, proprietor. It is built on the site of the former residence of Governor Langdon, and is a great favorite with the travelling public. Diverging from our direct route to Boston, we take the train of the Concord and Portsmouth Road, and a ride of fifty-nine miles brings us to the capital of the State of New Hampshire,

CONCORD,

which contains many buildings of interest, built of the celebrated Concord granite. One of the principal beauties of Concord, which is situated on the west bank of the Merrimac River, is the abundance of trees shading its regularly laid out streets. It is a city of extensive trade, celebrated for its carriage manufactories and the superior quality and extent of its granite quarries. Returning to Portsmouth we proceed on our journey, and in due time arrive at Boston.

PORTLAND TO BOSTON, BY SEA.

 E purpose giving a brief notice of the many points of interest along the coast between Portland and Boston, travelling *via* Portland Steam-packet Co. The first important place is

CUSHING'S ISLAND,

three miles from the city, and containing about 300 acres. It commands a magnificent ocean view, with fine beaches for bathing. Ten miles from Portland is

OLD ORCHARD BEACH.

The beach is 9 miles long, hard and smooth. "More carriages can drive abreast on this noble beach, than could have been accommodated on the wide walls of Babylon." It is much visited, and is annually increasing in attractiveness. Three miles further and we reach

SACO,

ninety-five miles from Boston. It is a pleasant summer resort with a fine beach, and affording excellent bathing and fishing. Saco Pool, about five miles distant, is a

nature-wrought basin in the rock, connected with the sea by a narrow passage about a quarter of a mile in length. It is emptied and filled by each changing tide. Another 10 miles brings us to

KENNEBUNK,

principally noted for its ship building, carried on at the mouth of the Kennebunk River.

WELLS,

with its six miles of beautiful beach and its great inducements to sportsmen, lies five miles beyond. This town is rapidly increasing in population and trade.

Next is

BALL HEAD CLIFF,

rising abruptly from the sea to a height of about one hundred feet. The highest point of the cliff is called the "Pulpit.

YORK BEACH,

about 14 miles from Wells, is one of the finest beaches on the coast. At low tide it is over 500 feet in width. "The drive along it is pleasant, the horses' hoofs striking on the hard sand, making a fine accompaniment to the dashing of the waves, which, in fine weather, come in with a soft lulling sound, and in storms, with a noise like mighty thunder."

We now approach a low-lying group of islands, known as the

ISLE OF SHOALS,

which derive their name from the "shoaling of fish in their vicinity in the proper season." These islands are

very bleak and desolate in appearance, being composed of huge masses of granite bleached by exposure to the sun, and worn by the action of the waves. They were visited in 1614, by the celebrated Capt. John Smith, of "Pocahontas fame." The shoals at low water consist of 6 islands, increased to 18 when at high water. Appledore, formerly known as Hog Island, is the largest. It is 75 feet high at its greatest elevation, and contains about 400 acres. On this a hotel has been erected. These islands form a nice summer resort, and one usually well patronized. Proceeding on our trip, we pass Fust's Point, and also Portsmouth.

After Portsmouth we pass Shaw's Point, so named after Hon. E. Shaw, of Manchester, N. H., thence onward

RYE BEACH,

a very popular resort, at which are some of the finest hotels at any of the New Hampshire beaches. The views in this neighborhood are extensive and very fine.

Little Boar's Head, a promontory, 40 feet high and projecting into the ocean, separates Rye Beach from

HAMPTON BEACH,

a fine hard beach, nearly 3 miles in extent, affording excellent drives, in which, at low tide, 18 or 20 teams may drive side by side. Here are also the best facilities for bathing and promenades. The drives in the vicinity are unsurpassed, and boating parties are the order of each day. The town of Hampton was first settled in 1638 by English emigrants. This town has been remarkable for its general health, and the long life of its inhabitants.

Next in order is

SALISBURY, MASS.,

which is on the Merrimac River. At this point, visitors are directed to the birthplace of the mother of Daniel Webster, also the ancient house where Caleb Cushing was born. Salisbury Beach is 6 miles long, but not so solid as Rye and Hampton Beaches.

SEABROOK, N. H.,

is noted as a point where whale-boat building was largely carried on, and is still an important place of industry.

NEWBURYPORT, MASS.,

is located on the Merrimac River, and is considered one of the most beautiful cities in New England. It possesses many singular attractions. One point of special interest is the old church, the scene of Whitefield's labors, his tomb, his monument, and other relics. Oak Hill Cemetery is also worthy of a visit. The population is about 14,000 or 15,000.

Beverly, Mass., is a town of some 7,000 inhabitants. It is 18 miles from Boston, and is connected by a bridge with

SALEM,

a town which, for historic interest, is not surpassed. From this town have gone forth many men whose names have become distinguished in the various walks of life. Its scientific and literary institutions are very important. Next to Plymouth, Salem is the oldest town in New England, having been first settled in 1626. The rides in the vicinity are pleasant, and its proximity to the popular watering-places makes it a point of much attraction.

SWAMPSCOTT

is the favorite resort of the wealth and fashion of Boston, to which city it is as Long Branch is to New York. The bathing is excellent, but the beaches are not so extensive as at other points.

LYNN,

the headquarters of the shoe trade, is 11 miles from Boston. It is beautifully situated on the N. E. shore of Massachusetts Bay. Dungeon Rock is a spot frequently visited, and High Rock, near the centre of the city, affords a fine point of view. Leaving this, a short ride brings us to the end of our journey, and we land at the wharves of the beautiful city of Boston.

PORTLAND TO NEW YORK DIRECT, via
RAIL AND LONG ISLAND SOUND.

THIS route offers special advantages to tourists, passing as it does through some of the finest cities and towns in the Eastern States, and also affording an opportunity of enjoying a sail along the beautiful Long Island Sound.

Taking the Portland and Rochester road, we pass on to Nashua, thence over the Worcester and Nashua Railroad to Worcester, there connecting with the Norwich and Worcester Road to Norwich, and onward to New London, *via* New London and Northern Railroad. At this point connection is made with the Norwich Line of Steamers for New York. Those of our tourists who decide upon this route can leave Portland daily, (Sundays excepted) at 2.30 p. m., by the Steamboat Express Train with Drawing-room car attached, and will arrive at New

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MAP OF THE CITY of BOSTON,

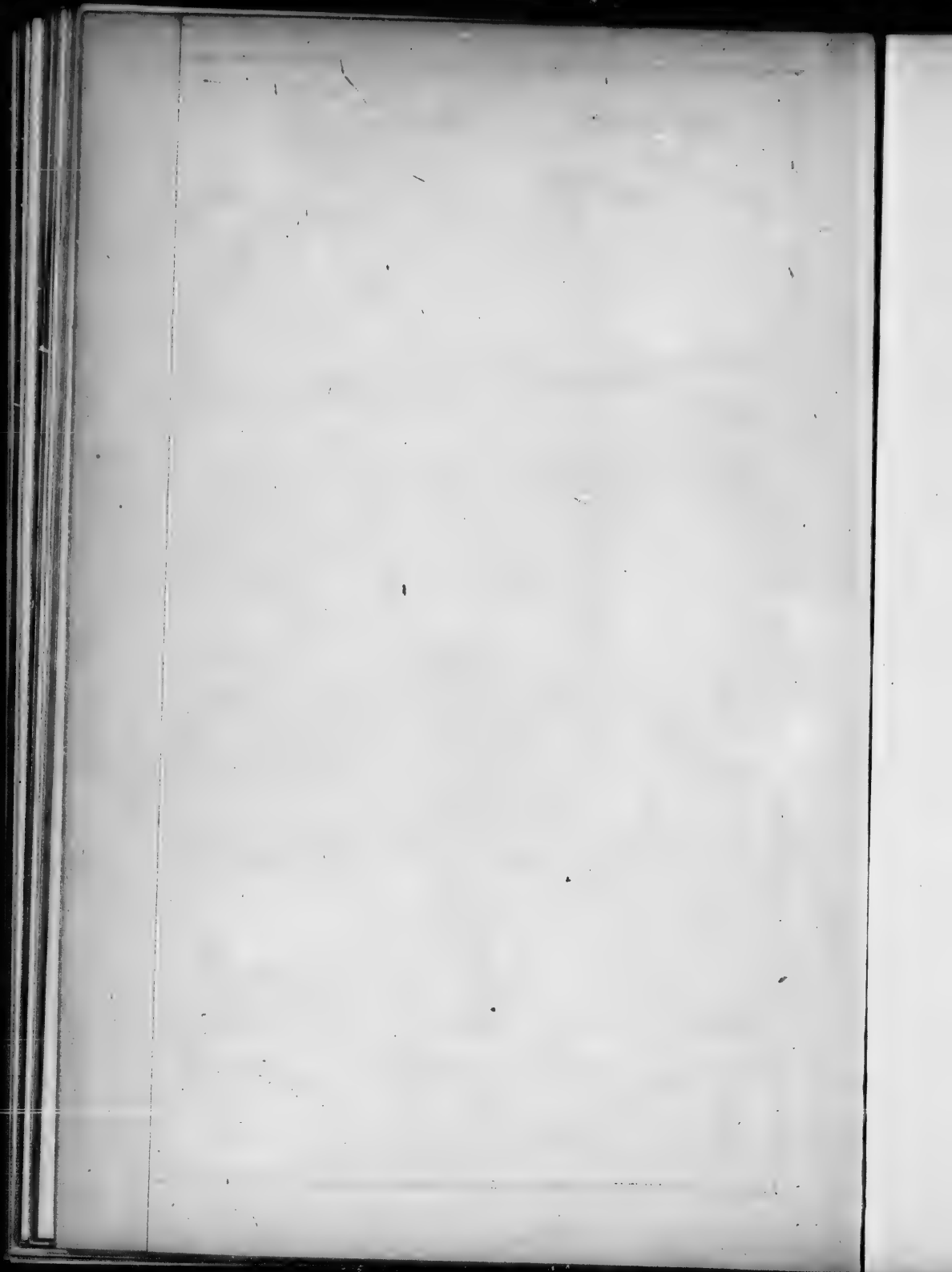
ENGRAVED FOR
All-Round Route Tourists' Guide
of the St. Lawrence River and
Western Tourists' Guide.





REFERENCES.

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|---------------------------------------------------------------|------------------------|
| 1. State House. | 16. Museum. |
| 2. Public Library. | 17. Old Post Office. |
| 3. Boston & Maine R.R. | 18. Parker House. |
| 4. Depots of the Eastern R.R., and the Boston and Lowell R.R. | 19. Custom House. |
| 5. Boston & Alb'y. R.R. | 20. Faneuil Hall. |
| 6. Old Colony R.R. | 21. Tremont Temple. |
| 7. Hartford R.R. | 22. New Post Office. |
| 8. Fitchburg R.R. | 23. City Hospital. |
| 9. Jail. | 24. Site of Coliseum. |
| 10. Medical College. | 25. Art Institution. |
| 11. American House. | 26. Chickering's Pto. |
| 12. Tremont House. | 27. Chester Square. |
| 13. Revere House. | 28. Union Place. |
| 14. Boston & Prov. R.R. | 29. Worcester Square. |
| 15. Masonic Temple. | 30. Cemetery. |
| | 31. Franklin Square. |
| | 32. Blackstone Square. |



York at 6.00 a. m. This trip is made without any change of cars between Portland and New London.

This train, also connecting at Putnam with the New York and Philadelphia Express train, reaches Philadelphia at 7 a. m., and Washington at noon.

BOSTON

AS one of the most interesting of American cities, not only on account of its thrilling traditionary and historical associations, but for its public enterprise, and its high social culture; for its educational and literary facilities; for its numerous benevolent establishments; for its elegant public and private architecture, and for the surpassing natural beauty of its suburban landscapes. The old city is built upon a peninsula of some 700 acres, very uneven in surface, and rising at three different points into an eminence, one of which is 138 feet above the level of the sea. The Indian name of this peninsula was Shawmut, meaning "Living Fountain." It was called by the earlier inhabitants Trimount or Tremount, which latter name it still retains in one of its principal streets. The name of Boston was bestowed on it in honor of the Rev. John Cotton, who came hither from Boston, in England. It now contains a population of 260,000.

Boston Harbor is large, and contains numerous islands, and in depth of water and availability is surpassed by none on the coast.

At East Boston is the deepest water of the harbor, and here the ocean steamers chiefly lie. East Boston is connected by two ferries with the city proper.

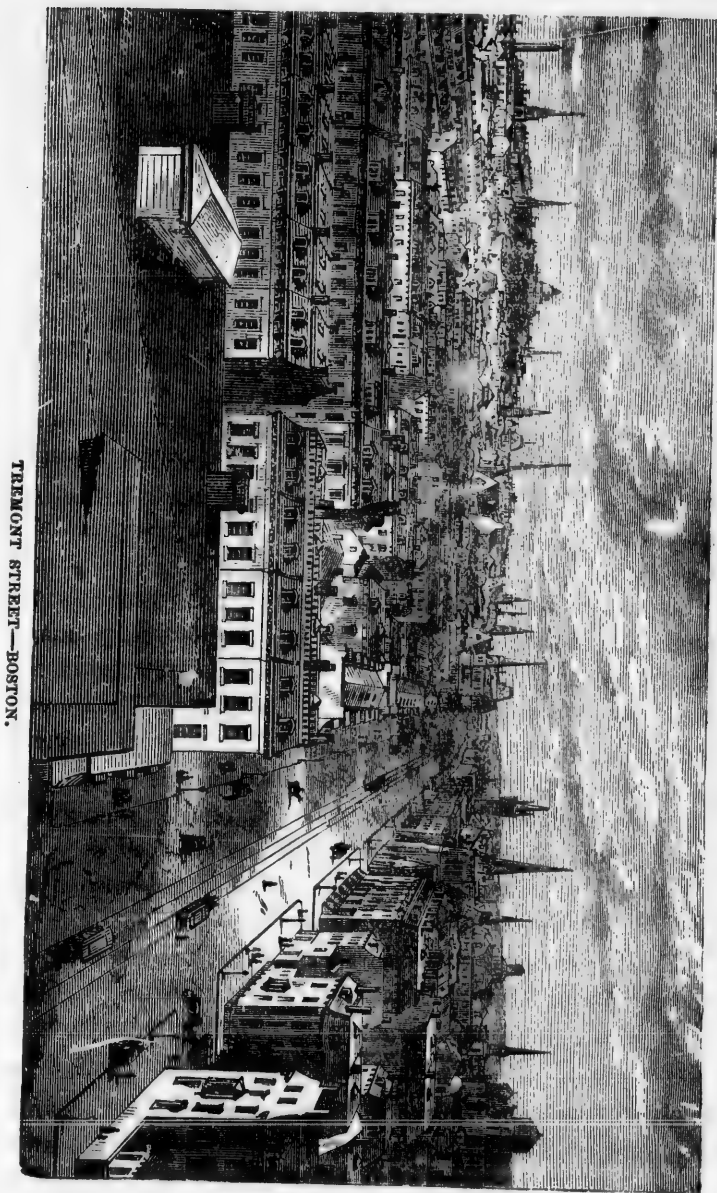
The principal sights in and around Boston are Bunker Hill Monument, Faneuil Hall, the Common, the Public

Garden, the State House, the Public Library, Old South Church, famous for its historical associations, Athenæum, Natural History Buildings, Institute of Technology, Mount Auburn, and Harvard University Buildings, the Great Organ, the City Hospital, the City Hall, and other public buildings.



OLD SOUTH CHURCH.

The streets in the other portions of the city are irregular and generally narrow. Washington and Tremont streets are the principal thoroughfares. The suburban towns and villages of Cambridge, Charlestown, Chelsea and Brookline, are chiefly occupied as the residences of Boston merchants. On the 9th of November, 1872, a



TREMONT STREET—BOSTON.

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terrible conflagration swept away the principal business portion of Boston. The fire broke out on Saturday evening, and the flames gained fatal headway before the engines arrived on the ground. Until nightfall of Sunday, the conflagration raged with unabated fury, and, when it was finally brought under control, it was found that the magnificent structures and accumulated wealth embraced in an area of 60 acres, in the most admired and most valuable section of the city, had been burned to the ground. Over 900 buildings—occupied by 2,000 firms—were consumed, and the losses reached the enormous aggregate of between \$75,000,000 and \$80,000,000. There was no loss of life, as in the Chicago fire, and, few dwellings being burned, there was little of that actual suffering which usually follows such catastrophes.

To the tourist the first matter of importance is to secure a good hotel. If he wish to be comfortably quartered during his sojourn here, be it for a brief period, he can make his way to the "American House," Hanover street, Lewis Rice & Son, proprietors, where every comfort and luxury is to be met with.

In Boston the places of amusement are more numerous, in proportion to the population, than in most cities. At the Music Hall may be seen the second largest organ in the world, erected at a cost of \$80,000.

There are nearly 150 churches, the most interesting to tourists being King's Chapel (Unitarian), founded in 1686. The present structure, however, was erected in 1750.

OLD SOUTH CHURCH

is an object of much interest. It was erected in 1730, and was used as a place of meeting by the heroes of '76, and

was subsequently converted into a riding school by the British troops. It barely escaped the flames during the fire of 1872.

BOSTON COMMON

is a large and charming public ground in a central portion of the city proper. It contains nearly 50 acres, of every variety of surface, with inviting walks, grassy lawns, and grand old trees. It is the pride of the city, and is much admired by strangers.

A pond and fountain, the site of the ancient "Frog Pond," occupy a central point in the grounds. On the upper corner, the massive, dome-surmounted walls of the State Capitol are seen to great advantage. The

OLD ELM,

near the pond, was an object of much interest, as one of the oldest and largest trees in the country. It is believed to have existed before the settlement of the city, having attained its full growth in 1722. It was nearly destroyed by a storm in 1832. In 1854 it was protected by an iron fence, but it has, at last, succumbed to the storms of winter.

Adjoining the Common, is the Public Garden. This embraces 24 acres, and is ornamented with walks, ponds, and parterres of flowers, Power's statue of *Edward Everett*, the admirable equestrian statue of *Washington*, by Thomas Ball, and other pieces of statuary, and a conservatory.

The tourist will find excellent newspapers in Boston, much pains being taken and money spent to make them newsy and readable; in particular we may mention the "Daily Advertiser," and "Daily Post," as the leading

commercial papers, and among the evening papers, the "Boston Traveller" stands prominent as being one of the oldest, and best conducted family papers in the city.

While in this vicinity, the pedestrian tourist will be repaid by a visit to the new streets and buildings, on what is called the "Back Bay."



OLD ELM.

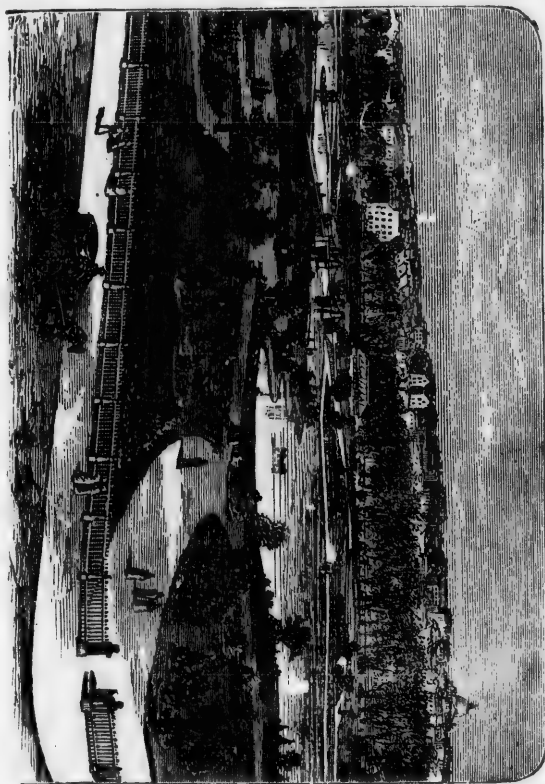
FANEUIL HALL.

This famous edifice, called the "Cradle of Liberty," is in "Faneuil Hall Square," its main entrance being upon Merchant's Row East. It is 135 years old, and is an object of deep interest to Americans. It was presented to the city, by Peter Faneuil, a distinguished merchant, who on the 4th of July, 1740, made an offer, in a town meet-

ing, to build a market-house. The building was begun the following year, and finished in 1732.

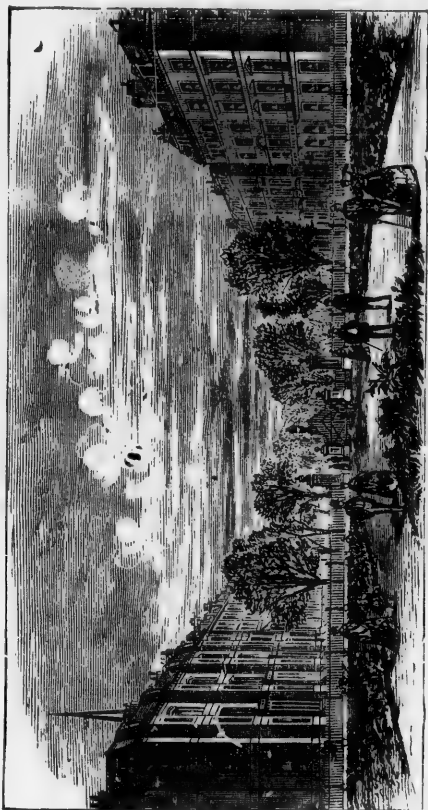
THE OLD STATE HOUSE,
at the Head of State street, is an object of considerable

PUBLIC GARDEN.



interest. The Court House on Court House Square ; the City Hall, on School street ; the Custom House, on State street ; the State House, overlooking the Common ; the Boston Public Library, on Boylston street ; the City

Hospital, on Harrison Avenue; Tremont Temple, on Tremont street; the Masonic Temple, at the corner of Tremont and Boylston streets; the Merchants' Exchange, on State street; the Athenæum, on Beacon street, are

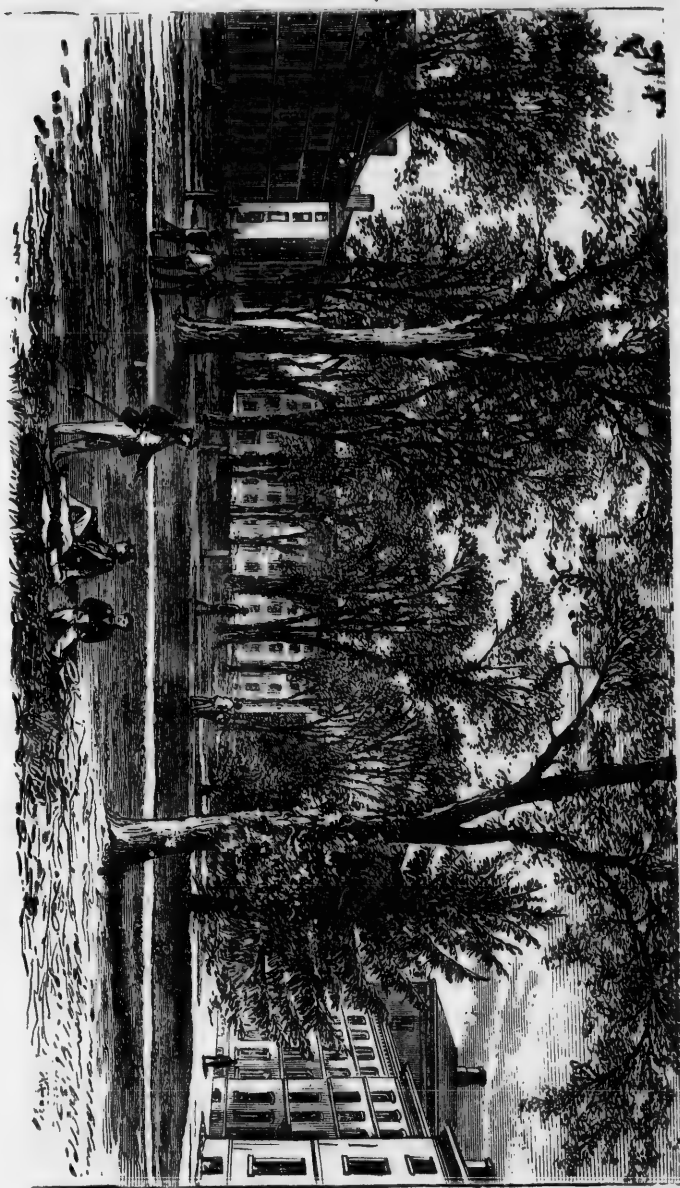


COMMONWEALTH AVENUE.

all points which should be visited.

In the vicinity of Boston proper are many sights of great interest.

HARVARD UNIVERSITY.



HARVARD UNIVERSITY.

This venerable seat of learning is at Cambridge, three miles from the city of Boston. It was founded in 1638, by the Rev. John Harvard. The University embraces, besides its collegiate departments, law, medical, and theological schools. The buildings are 15 in number, all located in Cambridge, except that of the Medical School in North Grove street, in Boston. *Gore Hall* and *Uni-*



ENTRANCE TO MOUNT AUBURN CEMETERY.

versity Hall are handsome edifices: the former containing the library, and the latter the chapel, lecture-room, &c. *Holden Chapel* contains the Anatomical Museum. The Observatory and telescope are of very great interest.

MOUNT AUBURN CEMETERY,

about a mile from Harvard University, and about four miles from Boston, by the Road from Old Cambridge to



STATE STREET—BOSTON.

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Watertown, constitutes one of the sights of Boston, and should be seen by every visitor. It is the property of the Massachusetts Horticultural Society, was consecrated September 24, 1831, and contains 140 acres. It is the oldest, and by many considered the most beautiful of American rural burying-places. The gateway is of Quincy granite, and cost \$10,000. The *Chapel*, an ornamented Gothic edifice of granite, with stained glass windows, contains statues of Winthrop, Otis, John



BUNKER HILL MONUMENT.

Adams, and Judge Story. *The Tower*, 60 feet in height, in the rear of the grounds, is 187 feet above Charles River, and commands a wide and charming view for many miles. Cars run from the station in Bowdoin

Square *via* Cambridge (Harvard College), every 15 minutes, during the day, and until half-past eleven o'clock at night. Bunker Hill Monument, commemorative of the eventful battle fought on the spot, is in Charleston, occupying the site of the old redoubt on Breed's Hill. The observatory at the top of this structure commands a magnificent view, embracing a wide extent of land and water scenery. The journey up is somewhat tedious, traversing nearly 300 steps. The dedication of this monument took place June 17, 1843. On the hill is a stone marking the spot where Warren fell. Horse-cars run from the head of Tremont street to the monument.

THE UNITED STATES NAVY-YARD,

extending between the mouths of the Charles and Mystic rivers, and embracing about 100 acres in extent, is near the Bunker Hill Monument.

There are many other points worthy of a visit. In fact to note even the more prominent would require more space than our work would permit. A very full and interesting account of the city and its public offices may be seen by purchasing a copy of "Boston Illustrated," published by Messrs. J. R. Osgood & Co. The facilities for reaching these cannot be excelled, as the means of "getting about" in Boston are generally better, as well as cheaper, than in most American cities. By all means, we urge the tourist to thoroughly "do" the city of Boston.

Leaving Boston, we now make our way onward to New York, and deposit the tourist at the place from which we started with him, and in doing this we will again leave him to his choice, as there are several. The

most popular is that *via* the Old Colony and Fall River Line R. R., and the beautiful steamers *Bristol* and *Providence*. The Old Colony road is the only Railroad Line in America with the celebrated English compartment coaches, and to increase the pleasure of the whole route, first-class Brass, String and Reed Bands accompany each steamer, and Grand Promenade Concerts are given on board. This is a lovely trip, the boats are elegant and comfortable in all their appointments, and in a few hours the tourist will be landed safely in the great city of New York.

FROM MONTREAL TO NEW YORK DIRECT.

IN order to meet all classes of tourists, we have considered it advisable to say a few words in regard to the routes to New York out of Montreal. There are many who may doubtless desire, after making a short stay in Montreal, to return home direct, from lack of time or other causes to visit the lower St. Lawrence, and, although our Guide accompanies the through travellers, a few hints and recommendations to those giving up the tour at Montreal may not come amiss.

Three routes lie at the choice of passengers, two "all rail," and the third, rail and water combined. During the summer season, the train *via* the Central Vermont Railway leaves the depot at Montreal in the afternoon, reaching New York about noon the following day. Passengers may travel *via* Troy or Springfield, according as they may elect to take their passages. The other all rail route is *via* the Delaware & Hudson Canal Railroad, leaving Montreal during the afternoon, and reaching New York early the following morning.

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Only the best quality and most Stylish Goods kept on hand.

Best West of England Cloths and Dueskins,

Scotch and English Tweeds and Angolas.

Has on hand a complete Stock of Goods in the above-mentioned Departments, and would mention especially his stock of

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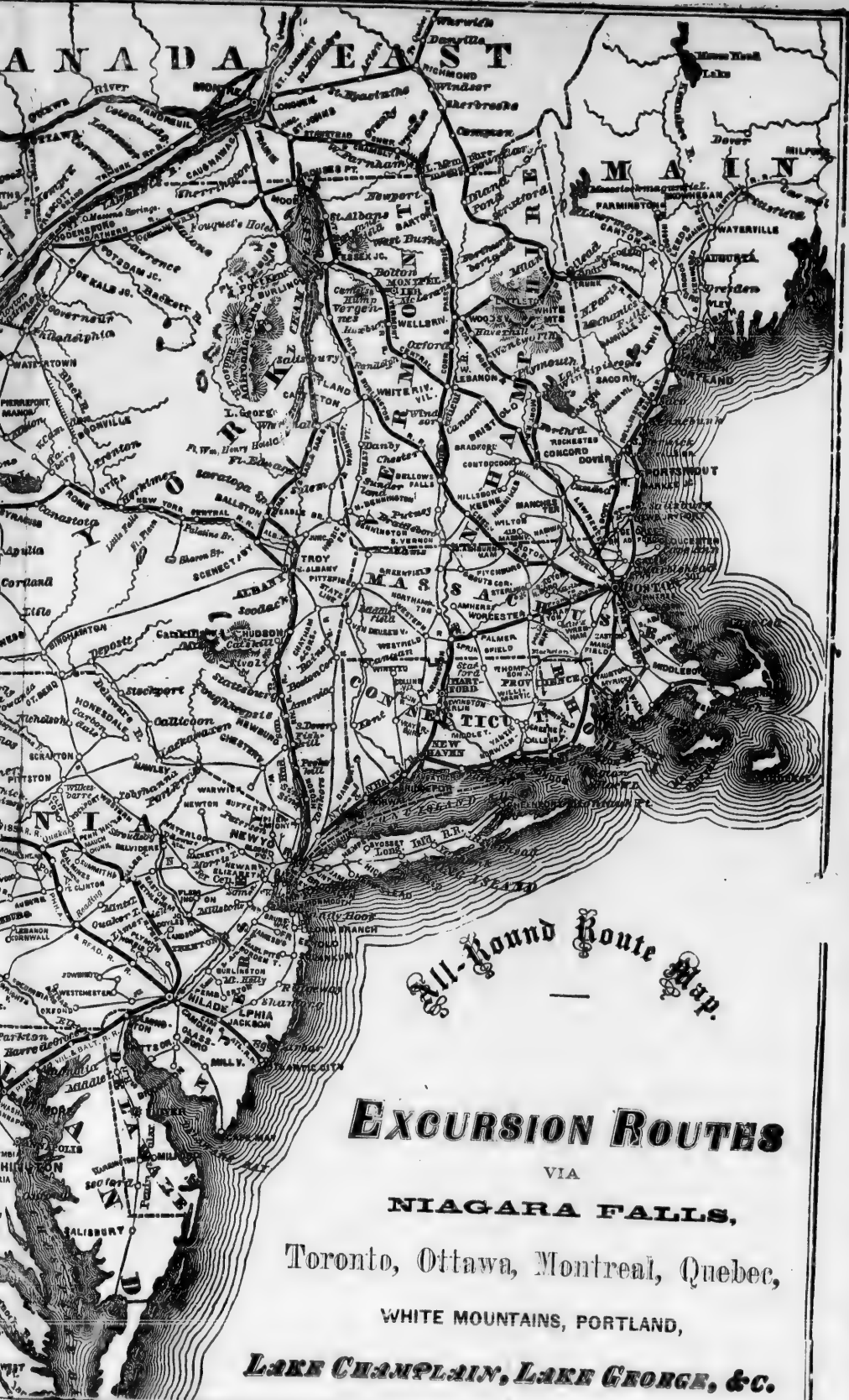
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SHIRTS, COLLARS AND CUFFS

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My arrangements enable me to fill orders for clothing in 24 hours, in a superior manner.





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Another route referred to, is *via* Plattsburg and Lake Champlain. This is a very favorite way of going to New York, and is so well-known and appreciated that little requires to be said in recommendation of it. During the pleasure season, trains leave the depot, Montreal, for Plattsburg, connecting at that place with the very fine boats of the Champlain Transportation Company, for Burlington and Ticonderoga. Those leaving Montreal by the evening train will find it a very pleasant break in the journey to remain over night in Plattsburg, and take the boat the following day.

For complete information on the starting of trains and steamboats, we would advise all tourists to secure a copy of the International Railway and Steam Navigation Guide, which may be relied on to furnish information up to the latest possible time prior to publication (semi-monthly.)

ALL RAIL ROUTE TO NEW YORK.

Those who adopt this route will proceed direct from Montreal to St. Albans. Before reaching this point, however, we would invite the tourist to accompany us to one of the most delightful Parks in the State of Vermont.

MISSISQUOI PARK,

lately established by the Central Vermont Railroad, at which they have placed a station, distant about 12 miles from St. Albans, and a few rods north of Highgate Springs, the great summer resort of Northern Vermont. This is a new attraction to this delightful neighborhood; for as rich as Vermont is in lovely localities, there is none more favored by nature than that which has been known for

years and years as "Lover's Lane," at Highgate Springs. It is a delightful combination of grassy lawn, grand old elms and butternuts, pungent cedars, moss-grown rocks and silvery waters. Though easy of access, it is hardly less wild and romantic than in the days long gone, when the dusky Iroquois fished in the waters of the Bay.

The Canada line of the Central Vermont Railroad leaves excursionists quite near the grounds, which are, in fact, easy of access to most of the cities and towns in Vermont, Lower Canada and Northern New York, by means of the perfected railway system of the corporation having it in charge.

A pleasant ramble is obtained on leaving the excursion train at the spacious landing, passing through the intervalle, which separates the road from the grounds, over a broad plank walk terminating in an arched gateway, bearing the inscription, "Missisquoi Park." Up an easy, grassy grade we reach the big Pavilion, erected upon a *plateau* on Elm Ridge. Stopping to admire the artistic beauty of its architecture a moment, and, mayhap, to watch the merry dancers, we pass to the north, down a winding path, and out to the attractive little spring-house of "Iroquois Spring," where we quench our thirst with its famous mineral waters. Back, through "Camp Chittenden," we again visit Elm Ridge, reaching it by means of a delightful winding path, up through grim, gray rocks, past rustic seats in cosy nooks, till we reach the band stand. Passing southward we soon find the beautiful little Ice Cream Pavilion. Down through Butternut Walk we go, out upon the green, grassy opening of "Lover's Lane." On the right is "Elm Ridge," with its graceful elms and butternuts; on the left,

"Cedar Ridge," thickly covered with the fragrant evergreens, while falling away in a long, gentle slope, the green lane meets the silvery water of the Bay. Strolling down past the Croquet Grounds, the Big Swings, the Family Tables, under the Four Brothers, we take "Picnic Avenue," just where it starts from the foot of the lane. This is one of the most delightful and popular walks on the grounds. The way is winding and easy, among the cedars and moss-grown rocks, on the west of the ridge and overlooking Kingfisher's Bay. The avenue is well up above the water, almost overhanging it in places, a strong rail now and then standing guard. Rustic benches are conveniently placed, where parties with their lunch baskets can picnic, while watching the gay skiffs and merry bathers. Here, where a cleft in the rock comes up to meet the avenue, easy steps lead down to the Bath House. Passing along we come to Point Lookout, from whence we gaze in admiration across the waters upon the bold, picturesque bluff in Phillipsburgh, just over the border. Over the Bay, to the left, is the green fringed shore of Alburgh, while far over the waters can be seen the church spires of Clarenceville and Henryville, thrifty Canadian villages. Away to the north stands Scotch Mountain, sentinel-like over Her Majesty's Dominion. Crossing the Rustic Bridge, which spans Kingfisher's Bay, we reach the Boat House at Sargent's. In a skiff we visit Rock Island and inspect its rocky sides, furrowed with the beating of the waves for centuries. Back again and over the bridge, we scramble up the hill-side, and soon find ourselves once more in Lover's Lane.

The Pavilion is a graceful structure, Swiss-like in architecture, and finished much more elaborately than

such buildings generally are. The main part is 35×30 feet, in which are located the Superintendent's office, telegraph office, cloak and parcel room, waiting-room, ladies' room and kitchen. The kitchen is supplied with range and all other necessary conveniences. Running out from this building is the Pavilion proper, 31×60 feet, with open sides, and provided with movable tables and seats, to be used for both dining and dancing. The little building at the right of the main part is the office of the "*Bay View*," a daily paper, published every excursion day, of especial interest to every excursionist.

The Ice Cream Stand is one of the attractions of the park. It is a tasteful structure, well arranged for the purpose, and under the direction of Dunton, the well known and popular restaurant proprietor of St. Albans. Here ice cream, cake, and soda water can be obtained.

At the Bath House bathing costumes can be obtained at a nominal sum. The water is shallow near the shore, gradually deepening; the bottom hard, smooth sand, making safe and pleasant bathing.

The Boating in Missisquoi Bay is unsurpassed. The boat livery of twenty-five light running skiffs, in charge of Sargent, is always in first-class order, and ready for instant use. Most of the boats are new this season, and seldom such a fine collection is seen. Safe and pleasant rowing is always assured here, owing to the location of the little bays. It may be well to state that to Canadian waters it is but an easy row.

The fishing hereabouts is the best on Lake Champlain. This has long been the angler's paradise, and catches of five-pound bass and ten-pound pickerel are almost daily occurrences. Missisquoi Bay is well known to be the breeding ground of the fish of the lake. All seasons

of the year fish of some kind can be caught, through the hottest days of August, and the ice of December. Trolling is the most common mode of fishing, though with expert anglers, live bait and the fly are the most popular.

The entire grounds, the pavilion, the kitchen, the spring water, croquet grounds and patent swings, are all free for the use of excursionists.

Sixteen miles north of St. Albans are the celebrated

ALBURGH SPRINGS,

much resorted to by invalids. The power and extent of their healing qualities are well established. Passing onward from St. Albans, after a ride of eighteen miles, Essex Junction is reached. From this point the tourist may continue his journey to Bellow's Falls *via* White River Junction or Rutland.

As there are many points of interest on either route, we shall mention the more prominent ones. Passing by the first route named, we speedily reach Montpelier, the Capital of Vermont.

MONTPELIER,

is on the Winooski river, and stands on what is said to have formerly been the bed of a lake. It is most pleasantly situated, and possesses many buildings worthy of the tourist's inspection.

WATERBURY, (Vt.)

This pretty village, on the line of the Central Vermont Railroad, twelve miles north of Montpelier, is situated amid the heights of the Green Mountains, and surrounded by magnificent scenery and pictur-

esque views, which, added to good roads, elegant drives, and pure air, make it a most desirable place of resort. It is twenty miles from the summit of Mount Mansfield, and ten miles from Mount Mansfield Hotel, a celebrated summer resort; eight miles from Camel's Hump, a lofty mountain of almost equal attraction and notoriety; four miles from the great Winooski River, where the rocks form a natural bridge across the river, and large caves, where the Indians once made their homes; traces of the latter are still plainly to be seen.

Waterbury Hotel is a well-appointed house, only a few rods from the depot, is very pleasant, large and roomy, with long, wide, double verandas, and a special dancing-hall, croquet grounds, and good stabling for horses, also a fine livery stable connected with the house. Elegant six horse-coaches leave here morning and evening for Stowe and Mount Mansfield.

THE VILLAGE OF STOWE,

Situated in the Lamoille valley, completely flanked by mountains,—the most conspicuous of which are Mansfield and Worcester,—is the delightful village of Stowe, containing a population of over 2,000 inhabitants. Stages connect with trains, morning and afternoon, at Waterbury, ten miles distant, on the Vermont Central, and at Morrisville, eight miles distant, on the Portland and Ogdensburg R. R. At Stowe is the famous

MOUNT MANSFIELD HOTEL.

A large and elegant structure, with its beautiful and splendid surroundings. It is 300 feet long, four stories high with two wings in the rear, 45 by 90 feet, and a broad piazza running the entire length of the front. The hotel has rooms for 450 guests. An extensive Livery

Stable is connected with this hotel, where the best of teams, or horses for saddle use can always be obtained. All the appointments and surroundings of the house are first-class in every respect, and arranged with special reference to the convenience, comfort and pleasure of guests. From the observatory of the house are seen the village at your feet; the valley for many miles at the north-east; Worcester mountain range at the east; Camel's Hump at the south; while at the west, Old Mount Mansfield towers in all its hoary grandeur. The mountain appears of peculiar shape, the outline of its summit resembling the human face, turned upward in a reclining posture. The north peak represents the chin, the middle the nose, and the southern the forehead. The Chin, the highest summit, is 4,348 feet above the sea-level, and is the highest of the whole Green Mountain range. It is 3,800 feet above the village of Stowe, and 340 feet above the middle peak, or the Nose, which is 160 feet above the southern peak, the Forehead.

The mountain summit is nine miles distant from the hotel which bears its name. There is a good carriage road from Stowe to the Summit House, which is situated at the very base of the Nose. For the first five miles this road is over the usual travelled highway; when the mountain base is reached, the road branches off and the ascent commences. The path, however, is not very steep, and is kept in excellent order. Two miles and a half of a pretty steep ascent, for the greater part of the way through a magnificent forest, brings the traveller to the Half-way House. Here one ought to make a long pause to admire the splendid view spread out before him. The lovely valley of Stowe, which has just been left with its smooth green farms, lies at his feet, and



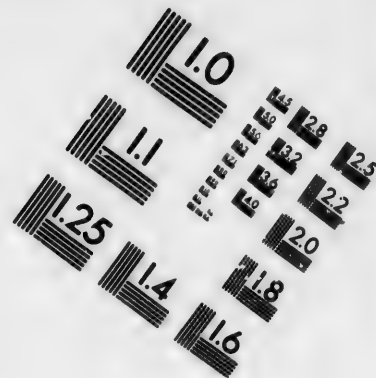
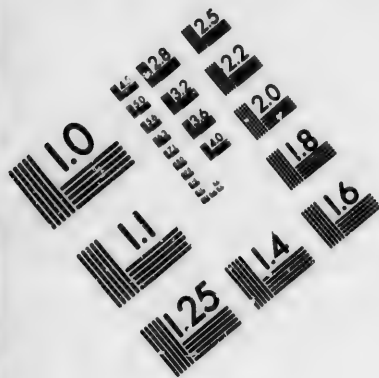
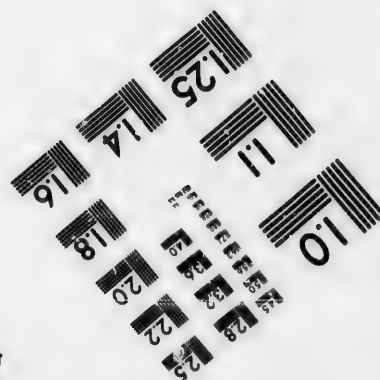
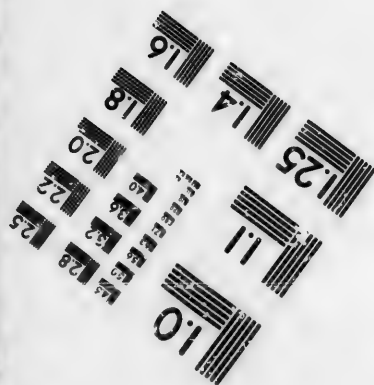
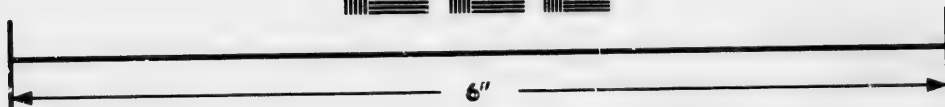
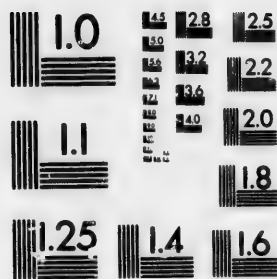


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beyond, the hills and higher summits of the Green Mountains. In a clear day the summit of Mount Washington is dimly visible, though partially hidden by the nearer hills. A clear spring of pure water, a little distance away may be visited before starting on the ascent of the remaining one and a half miles of the peak. The journey is soon accomplished in an agreeable and pleasant manner, requiring only about three hours' time from Mt. Mansfield Hotel to the summit. The view is hidden by the trees for the greater part of the way, but occasionally we catch surprising glimpses of a wooded ravine, extending to the very base of the mountain, and far away to the north is Smuggler's Notch, through whose flowing walls are seen pleasant vistas, closed in the distance by beautiful green fields. Arrived at the base of the Nose, we repair to

THE SUMMIT HOUSE.

The house is neatly and thoroughly finished and furnished. It is finely situated, near the summit of the mountain, full 4,000 feet above the level of the sea, and commands the fine view of the valley of the Stowe, towards the west, the wooded side of Mt. Mansfield being visible to its very base, with no intervening summit to obstruct the vision, the scene being only closed in by the White Mountain range.

Directly over the Summit House towers the Nose, 4,008 feet above the sea-level. Its ascent is made by a rough path on the western side, much resembling a flight of stairs. The northern side presents a steep and precipitous descent, down which you may look from the summit at least 500 feet. Several large pieces of the cliff have, from time to time, been detached and fallen

in picturesque ruins below. It is but a short walk from the hotel to the Nose.

To ascend the Chin, however, requires more time, though the journey is less fatiguing. There is no such precipitous and giddy ascent, but the mountain slopes gently and gracefully away towards the hotel. It is distant about a mile and a half from the Summit House, and requires a longer time than the ascent of the Nose. As it is some 300 feet higher than the Nose, it consequently commands a more extended view.

The scene that is spread out before the eye, on either of the summits is gorgeous and beautiful in the extreme. Spreading out before you on the west is the level, fertile land of Western Vermont, diversified by pretty hills, bordered by the silver waters of Lake Champlain, with the deep blue Adirondack Hills in the far distance beyond. This view is singularly attractive. You see the farm-houses clustering into villages ; you can follow the courses of the winding, trout-laden streams among the hills and forests ; you can see the dark green of the waving grain and can almost distinguish the farmers at their toil. The hills of Montreal may be seen to the north, and on a pleasant day the glistening spires of that city. The whole of Lake Champlain, from Fort Ticonderoga to the extreme north, lies stretched out before you. Burlington, on its shore, can be easily identified. Owl's Head, on the shores of Lake Memphremagog, lies away to the north. In the south, rise Camel's Hump and others of the Green Mountain Range. From the Chin you may also look down into Smuggler's Notch, and even descend into it, if you have time and the necessary pluck.

On the way to the Chin may be seen, in many places,

parallel lines marked on the rocks in a uniform north and south direction. These have attracted much attention from geologists, who suppose they were left there by the glacier, when the mountain was covered by snow and ice, and it carried huge stones in its cold embrace. In one place are two huge boulders deposited on the mountain top, with the lines they made in reaching the eminence, visible a few feet from them.

The "Old Man of Mansfield Mountain" will be pointed out to you on the eastern side of the Nose. The profile is quite excellent and the features possess an interesting regularity.

Having taken in all the beauties and glories accessible from the Summit, we bid our host of the Summit House good-bye, and easily and quickly make the descent, and are soon driven back to the palatial Mt. Mansfield House.

The next important point reached is

WHITE RIVER JUNCTION,

at which point the Northern Railway, the Connecticut Valley and the Passumpsic River Roads connect. The Junction House at this place has long been a favorite with the travelling public, and offers special attractions for tourists. This House is under management of the Messrs. A. T. & O. F. Barron, already named in connection with the Crawford House, White Mountains. From this point, passing over the Central Vermont Railroad, a ride of 40 miles brings us to

BELLOW'S FALLS,

the most prominent town in Vermont. At this point the Connecticut River is compressed into a space less than 50

feet wide, and through this narrow gorge all the water must flow. The River makes a descent of 50 feet, though there is not any one perpendicular fall. In the rocks near the Falls are points which will prove of interest to the antiquarian.

Returning to accompany those who proceed *via* the Rutland Route, a ride of 59 miles from Essex Junction, and the thriving town of

BRANDON

is reached. This town contains two singular caverns worthy of a visit. Minerals of different kinds abound, and extensive marble quarries are also in operation.

Leaving Brandon we pass

RUTLAND.

This place is best known in connection with the celebrated marble quarries, from which large quantities of fine white marble are annually shipped by railroad. From this point the tourist, by taking the Rensselaer and Saratoga Road, can proceed direct to Troy, and thence by the Hudson River Road to New York.

He may, however, continue his journey from Rutland to Bellow's Falls, thence via Connecticut River Railway to New Haven, passing on his way through

SPRINGFIELD,

with its celebrated factories and substantially built edifices, and, should he feel desirous of remaining over, he could not do better than take up his abode, during his stay in the place, at the Massasoit House, Messrs. M. & E. S. Chapin, proprietors, where we can assure him that all the comforts desirable will be readily obtained, and h

will leave the city with pleasant recollections of his visit. The distance between New Haven and New York will be speedily traversed, and the tourist will find himself once more in the Metropolis.

TO NEW YORK AND BOSTON, via SOUTH EASTERN RAILWAY.

Another, and exceedingly pleasant and popular direct route between Montreal, Boston and New York, is that via the South Eastern Railway and its connections. The tourist by adopting this route passes through the most enchanting regions of Canada, Central Northern Vermont, and the beautiful Lakes of Memphremagog and Winnepesaukee. From Montreal to Lake Memphremagog, going over the South Eastern Railroad, the scenery is the finest to be found in Lower Canada, and it is the charm and attraction of this route to pleasure travellers that it affords a continuous panorama of Mountain, Lake and River views, which are nowhere surpassed in their attractive loveliness. There are Jay Peak and Owl's Head, Lake Memphremagog, Crystal Lake, the White Mountains, Lake Winnepesaukee, and the lovely Passumpsic, Connecticut and Merrimac River Valleys, and the whole route forms a most delightful and fascinating trip.

For those who have not the time or the wish to visit either the Mountains or the Lakes, this route affords attractions equally strong with those it presents to pleasure travellers.

Leaving Montreal at Grand Trunk Station and passing onward by Chambly, the tourist speedily finds himself winding through the lovely Mountains, passing at the foot

of Jay Peak. The name 'Green Mountains' is truly appropriate, and it may be applied to the green hills which surround us on every hand. Scarcely has the tourist passed this point until the flourishing town of Newport, Vt., is reached. Approaching this town the road skirts the shores of the beautiful Lake Memphremagog, which is well worthy of a visit.

LAKE MEMPHREMAGOG

is a beautiful sheet of water, situated partly in Vermont and partly in Canada. It is 35 miles long, and varies from 2 to 5 miles in width. Its shores are rock-bound and indented with beautiful bays, between which jut out bold, wooded headlands, backed by mountain ranges. Newport is at the head of the Lake. It has a good hotel and several churches, and a rapidly increasing population. From this point a steamer starts every day, and plies the whole length of the Lake.

JAY PEAK

should be visited if time permit. It is 4000 feet high, and commands a fine view of the entire range of the Green Mountains, the Franconia Range, and the Adirondacks, with Lake Champlain also. The

OWL'S HEAD

rises 3000 feet above the Lake, and commands, in fine weather, an extensive view. There are several points of interest along the Lake and its vicinity. A drive to Mount Orford, the highest mountain in the Province of Quebec, could not fail to give pleasure. On the southern shore of the Lake is a wonderful natural curiosity, known as the Balance Rock, a large mass of granite poised on a narrow point.

The eastern shore of the Lake in this vicinity is much improved and adorned with handsome residences, the



OWL'S HEAD—ON THE WEST SHORE OF LAKE MEMPHREMAGOG.

finest being the beautiful summer villa of Sir Hugh Ailan, of Steamship fame. Mount Elephantis, or Sugar Loaf Mountain, is seen to advantage from this point.



MOUNT ORFORD—THE HIGHEST MOUNTAIN IN LOWER CANADA.

At Newport, connection is made with the Connecticut and Passumpsic River Road, which passes through the

beautiful Passumpsic valley, with its romantic scenery and thriving towns and villages. At Wells River, the tourist



BALANCE ROCK.

will take the Boston, Concord, Montreal, and White Mountain Railway, which passes through some of the



OWL'S HEAD AND MOUNT ELEPHANTIS—AS SEEN FROM THE RAILROAD,
NORTH OF NEWPORT.

finest scenery imaginable, and traverses for a distance of over 20 miles the shores of the ever charming Lake Win-

nepesaukee. Arriving at Concord, the tourist takes the Concord Railway to Nashua, thence over the Boston, Lowell and Nashua Railroad to the city of Boston.

At Well's River, the tourist may with but little loss of time visit the whole of the grand scenery of the White Mountains. In fact, for variety of scene, comfort in travel, and other advantages, this homeward route has much to commend it to the tourist.

Tourists for New York pass from Wells River to White River Junction, via Connecticut and Passumpsic River Railroad, thence to South Vernon via Central Vermont. The journey is then continued via Connecticut River Railroad, through Springfield, and via New Haven, Hartford and Springfield to New York.

LAKE CHAMPLAIN ROUTE.

We have thought it desirable to add to our Guide a brief sketch of one of the most interesting and attractive lines of travel presented in the whole country. It is rendered such by the exquisite and varied beauty of the scenery, by the thrilling historic associations impressed upon it, by the rare accommodation and comfort of its steamers to the tourist, and by being the most direct and eligible route between Saratoga, the White Mountains, Mount Mansfield, the Adirondacks, Montreal and Quebec. It combines many decided and peculiar advantages, and prominent among these is the pleasant change from the dust and heat of the cars to the spacious and airy steamers. Lake Champlain stretches a distance of 120 miles, almost due north and south, and seems designed by the hand of Nature to form an avenue of commerce and social intercourse. Travellers, who have widely explored the

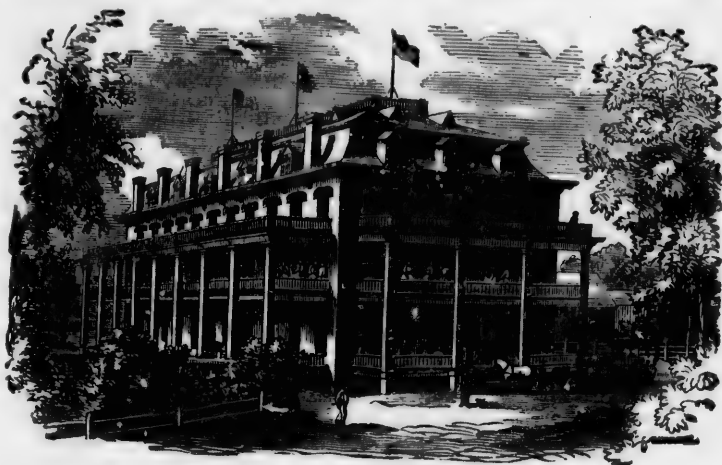
objects of interest in the New and Old World, unite in pronouncing the waters and environs of Champlain the most beautiful and impressive the eye can rest upon. Varied features unite to complete the panorama. The waters of the Lake, whether reposing in a calm, or surging under the power of a tempest, are indescribably beautiful; but this attraction is infinitely enhanced by the islands, which, in varied forms, stud its bosom; by the peninsulas which pierce it; and by the bold, rocky precipices that hang over the Lake. The shores on either side are impressive and beautiful: now a long line of rugged cliffs, crowned by dense forests, appears, and now, smiling in luxurious ranges of culture and elegance, embellished by farm houses, mansions and villages, with their glittering spires. All this scene of beauty is enhanced by the dark framework of mountains, that impart magnificence to the whole.

Passengers leaving Montreal by the Montreal and Chambly Division of the Grand Trunk Railway will cross the mammoth Victoria Bridge, and are rapidly transported to Plattsburg, where they will remain over night taking the majestic steamers of the Champlain Transportation Co. next morning. These vessels are models of elegance, neatness and comfort. They are regarded as second to none on the continent for their power and safety, the perfect accommodation they afford, their spacious state-rooms and cabins, and the sumptuous tables they spread.

Having reached Plattsburg, which modern events have rendered the most conspicuous point on the Lake, the tourist will soon discover that a sojourn of more than a single day will be required for an inspection of its varied objects of interest. The military works made memorable

in the siege of Plattsburg in 1814, will claim his attention, nor will he fail to make a pilgrimage to the military graves, in the cemetery. The drives are delightful, and that to the Ausable Chasm must not in any event be neglected.

The Fouquet House is one of the great institutions of Plattsburg. It has been established more than seventy years, and conducted by the same family, until recently purchased by Mr. Paul Smith, and leased to Mr. D.

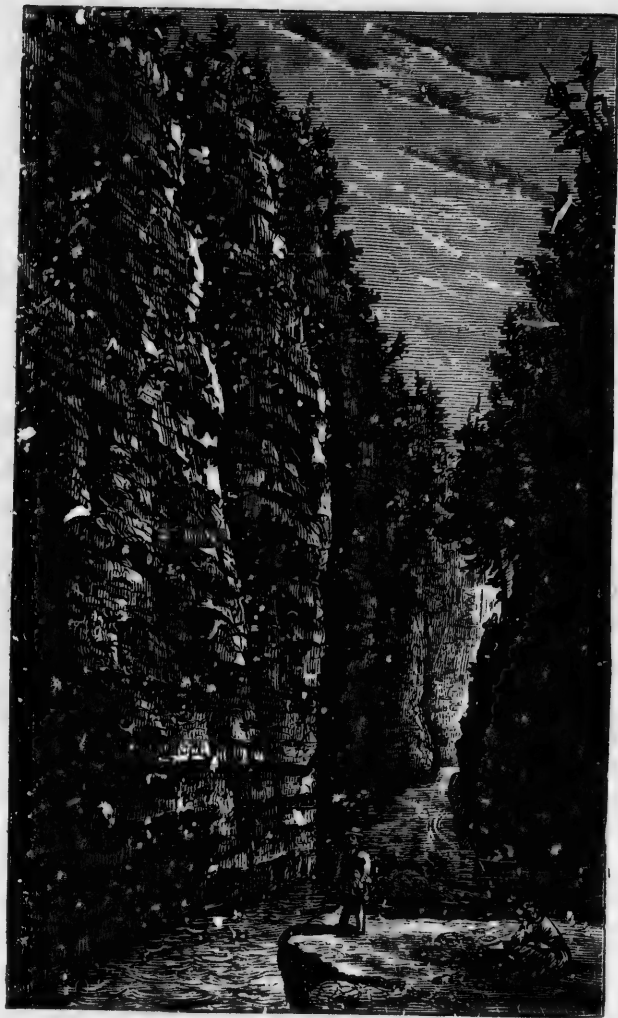


FOUQUET HOUSE, PLATTSBURG.

McBride, who will spare no pains to maintain the established reputation which this first-class House has acquired. The present House, erected about fifteen years ago, by the elegant accommodation it affords, alike in the superiority of its rooms and the character of its table, the great beauty of the edifice, the magnificent views from the roof and spacious corridors, is inferior in attractions to no place of resort in the domain of pleasure travel. There is also a beautiful Flower Garden contain-

ing two acres, attached to the house, and kept in excellent order. The tourist will find the Fouquet House the nearest starting point for the Adirondacks and the White Mountains.

The small island lying to the left, on leaving Plattsburg, was named St. Michael by the French ; it was occupied after the battle of 1814, as an hospital, and was then known as "Hospital Island," but is now called "Crab Island." We immediately after enter Valcour Strait, in which the first action in 1776 occurred, between the British and American fleets. The tiny islet south of Valcour, tradition asserts, was at an early period occupied successively by the French and British naval officers, for the cultivation of vegetables and flowers, and it still bears the name of "Garden Island." Nearly opposite this island is situated the Delta of the Ausable River—a singularly beautiful stream. We next reach Port Kent, an important landing-place for the rich valley of the Ausable River. It is five miles from the flourishing village of Keeseville, and three miles from the Ausable Chasm. This wonderful work of nature attracts yearly increasing crowds of visitors. It has been pronounced that a view of this scene rewards a voyage from Europe ; the pen and the pencil equally fail in attempts to adequately delineate it,—to be appreciated, it should be deliberately explored and surveyed. No traveller in pursuit of pleasure, or desirous to examine the phenomena of nature, should omit to devote a sufficient time to the inspection of this most interesting spot. It is formed by the egress of the Ausable River, from the northern end of the Adirondack Mountains into Lake Champlain. The river has carved a channel in some places reaching a depth of two hundred



AUSABLE CHASM.

feet, leaving precipices of every shape towering above the dark water. At one place the river is compressed to a breadth of only ten feet. The waters dash madly through their confined channel and are precipitated over falls, cascades, and rapids, the first fall being twenty, and the second, sixty feet high. The length of the Chasm proper is nearly two miles, and its sides and top are fringed with cedars, which cast a sombre shadow over it, and add to its mysterious grandeur. The Ausable Company have made extensive improvements to facilitate the access and easy exploration of this wonderful gorge. The chasm may be reached, *via* Port Kent from Burlington or Plattsburg, from Keeseville, or the depot at Peru; or a particularly pleasant route is enjoyed by a drive of twelve miles from Plattsburg along the margin of the Lake. The Grand Trunk Railway have issued tickets the present season, permitting passengers to stop off at Plattsburg, and visit the Chasm.

Mount Trembleau, a graceful promontory interesting as being the last spur of the Alleghanies upon the Lake, stands immediately south of Port Kent. The steamer now enters upon the widest portion of the lake. A panoramic view is here unfolded, which blends, in rare felicity and beauty, the wildest magnificence with the most exquisite loveliness; the waters spread out in a broader expanse than the eye can easily embrace, and are broken, and embellished by countless islands and headland. Burlington reposes in tranquil beauty in the east, and beyond are delineated the outlines of the Green Mountains, with the profile of each summit clearly defined upon the horizon. In the west, Lion Mountain and the broken groups of the Adirondacks pierce the sky in

unnumbered peaks. At times, when we contemplate the western sky, in the declining day, and the atmosphere is radiant with the beams of the setting sun, the scene becomes grand and gorgeous beyond description,—earth and air, mountains and lakes, are bathed in a glorious and universal effulgence. On the left, near the Vermont shore, stands a massive lighthouse which is erected on a reef, and seems to arise from the bosom of the water. Burlington appears to peculiar advantage as we approach, and is conspicuous among New England cities for the beauty of its location, its attractive elegance, and high prosperity. Many of its public edifices and private mansions are among the finest of graceful and elegant architecture. Almost in the track of the steamer, in her southern route; “Rock Dunder,” a high conical rock, rises from the lake, just beyond the harbor of Burlington. This was probably the great rock “Riggio,” celebrated in colonial annals, and believed to have been, before the eye of Champlain rested upon the beautiful waters of the lake, established by treaty as the boundary between the Mohawks and their hereditary enemies, the Algonquins. Soon after Shelburn Bay, will be observed, a deep indentation on the left. This is the great shipyard of the Steamboat Co., where they construct their vessels, and collect their condemned hulks, here to fall into decay. The vast form of Mount Mansfield towers remotely in the north-east. On the eastern horizon, the tourist will descry a lofty peak jutting up from the Green Mountains. The imagining of a slight fancy will delineate the “King of Beasts” reposing amid the clouds, his erect head, his flowing mane and huge rocky paws. The French called the mountain the “Lion Couchant.” The four little

islets, lying nearly at the cardinal points, designated by the French the "Isles-des-quatre-venuts," are now known as the Four Brothers. Near these islands Arnold fought his last battle with Carlton. At the foot of the long peninsula, on the western shore, now named Willsboro' Point, is the mouth of an important stream, the Bouquet river, embowered by trees and bushes. This was the sight of Gilland's colony in 1765, and the scene of Burgoyne's famous Indian Treaty. Soon after we pass the beautiful village of Essex. Three miles beyond, and near the Light House we are approaching, is a remarkable natural curiosity. This is "Split Rock," (*Roche fendue* of the French), a naked cone separated from the mainland by a narrow fissure, and seems to have been carved from the rock itself. We next reach the pleasant village of Westport. Nine miles beyond, we stop at the thriving village of Port Henry, where the immense product of the iron ore beds of that district is shipped in every direction. In the passage from Essex the dark sierra of the Green Mountains is distinctly revealed, tracing a marked outline upon the horizon, while dislocated spurs of the Adirondacks are occasionally projected from the beetling mountains into the lake, but their rough and rugged forms do not betray the inexhaustible wealth teeming in their bosoms. Directly south of Port Henry, across Bullwagga Bay, is situated the Peninsula of Crown Point. Chimney Point, which was occupied by the French in 1731, and the ruins of Crown Point, are on opposite sides of the lake, and separated by a narrow passage; there the expanse of the lake terminates, and the long river-like channel, which continues to Whitchall, commences. When we contemplate the

silence and repose which now rests upon Crown Point we can hardly realize that, in a former epoch, it was animated by the pomp and glories of war, or that it was once the mart of a large commerce, conducted by a busy population. We soon pass the draw of the railroad bridge, a work of great importance and interest. The tourist will next perceive the venerable ruins of old "Fort Ti—," or Ticonderoga looming up on a high rocky cliff at the confluence of the waters of Lakes George and Champlain. Mount Defiance stands on the opposite of the former, and Mount Independence on the eastern shore of the Lake. Ticonderoga is now the southern terminus of the Steamboat Line, and here connection is made with trains to Lake George, or to Whitehall, Saratoga and southern points.

The completion of the railroad line between Lakes George and Champlain is an attractive feature of the Lake George route, as a tedious stage ride is avoided. There are two daily lines of steamers each way through Lake George to Caldwell.

FORT GEORGE HOTEL.

The attention of tourists and parties, who intend staying any length of time at Lake George, is next directed to this favorite hotel, which is situated near the head of the lake, and offers every attraction to the transient guest, but is more fully designed for families and parties who desire to remain by the week, month or season, and where they can find every convenience pertaining to a first-class Summer Hotel. The location is unsurpassed by any hotel on the Lake, and is the only one exposed to the southern breezes. A broad piazza surrounds the whole house, from which a magnificent view can be had

of the lake and surrounding mountains. The air is pure and dry, and persons can spend the entire evening on the piazza without being molested in the least by dampness. The grounds are extensive and very tastefully laid out, extending from the hotel down to the lake shore, containing flower lawns, shady walks, playgrounds for children &c. The drainage is perfect, being carried away by water running under ground. Adjoining and connected with the hotel are pleasant cottages, with accommodation for over fifty guests, also private table or meals in the hotel dining-room. The hotel grounds supply fresh vegetables, and pure cream and milk in abundance. All steamers touch at the Fort George Hotel landing, and four and six horse-stages leave the hotel tri-daily for Glenn's Falls, connecting with trains going southward. The dock is well supplied with fine row and sail boats, also light running boats, built especially for ladies' use. Attentive boatmen and fishing guides, with equipments for fishing and picnic parties, always in readiness. An excellent livery attached, with accommodation for private horses and carriages. Mr. Henry Giesemann, of New York, still furnishes music daily.

THE LAKE HOUSE

is beautifully situated at the head of the lake and built on the oldest hotel site, at Lake George. The steamers "Horicon and "Ganouski" land at the Lake House dock, and stages leave the door, connecting with all trains.

THE CENTRAL HOTEL,

nearly opposite the Lake House, is a well furnished hotel, and affords good rooms and accommodation for 100

guests. It has been conducted since its erection by different parties, with varying success; the house is now under the able management of Mr. C. J. Brown, son of George Brown, of the noted Half-Way House, French Mountain, who is thoroughly experienced in hotel business. Transient Board \$2 per day, \$7 to \$10 per week. Stages land passengers at the door.

CARPENTER'S HOTEL

is at the south end of the village, near the Fort William Henry Hotel, and directly opposite the old stone store. This hotel has been recently enlarged to almost double its former capacity, remodeled and refitted throughout, and presents a very favorable appearance. A portion of the rooms are in suites to accommodate families or parties desiring such, they are large and well ventilated; the appointments clean, tastefully arranged, and attractive. The proprietor priding himself on keeping a quiet, pleasant and orderly house. The tourist may rely in getting a capital dinner from Mr. J. H. Carpenter for 50 cents. Transient board \$1.50 per day, and from \$6 to \$9 per week. The house is open all the year round, and will accommodate about 70 guests. There is a good livery stable attached to the hotel.

Having returned to Ticonderoga, after this pleasant detour to Lake George, the tourist can then take passage to New York by the Rensselaer and Saratoga R. R. to Troy and Albany; thence by rail or river, to New York.

TO LONG BRANCH, ROCKAWAY, CONEY
ISLAND, MANHATTAN BEACH, OCEAN
GROVE and CAPE MAY.

TOURISTS desiring to visit the far-famed resorts of the Northern New Jersey coast, should take at New York the New York and Long Branch Division of the Central Railroad of New Jersey, starting from the foot of Liberty Street, or the steamboat from Pier No. 8 North River, and connecting at Sandy Hook with the New Jersey Southern Railroad to Philadelphia. Admirable facilities are offered by the Pennsylvania Railroad during the summer season; three express trains, with parlor cars attached, run between Philadelphia and Long Branch daily. The route is by the New York Division to Monmouth Junction, thence over the old Freehold and Jamesbury Railroad to sea girt, and from this point over the Central Railroad of New Jersey to Long Branch. On Saturday, an extra train leaving Philadelphia at 2.30 P.M., will reach Long Branch (93 miles) in two hours and sixteen minutes. The service employed on the Long Branch Division is the best that the Pennsylvania Railroad affords. The Philadelphia and Reading Railroad Company, lessee of the "Bound Brook Route," also runs first-class trains from Philadelphia directly to Long Branch, Ocean Grove, etc., *via* Elizabeth and the New York and Long Branch Division of the Central Railroad, especially for the sea-shore business. During the present summer the Company proposes to increase its facilities.

If the tourist should decide to leave New York from Pier No. 8, North River, (foot of Rector Street), on either of the first-class steamers, which make during the "season" some six or seven trips daily between New York and

Long Branch, he will first view the many beautiful sights which make New York Bay the most famous harbor in the world. On the left we see Governor's Island, with old Castle William in the foreground. On the right Gibbett and Bedlois Islands, all fortified to the water's edge. Sailing on, we view over our left bow the Long Island shore, the densely wooded heights of Bay Ridge, studded with villas. Right ahead are the stately hills of Staten Island, and on our approach to the "Narrows," the gate to the Atlantic Ocean, our attention is called to Fort Tomkins and the granite walls of Fort Richmond, and its outlying batteries on our right, while on our left stands Fort Lafayette, grim, silent, and isolated, and back of it the formidable fortification of Fort Hamilton. Beyond these, to the south-east, is Coney Island, and still further on we obtain a distant view of Rockaway. Entering the lower bay, a sort of miniature ocean, we pass incoming and outgoing vessels of all sizes and of all nations, from the fisherman's sloop and pleasure yacht to the stately Cunarder, and after about an hour's delightful sail from New York we reach

SANDY HOOK, or the "HORSESHOE,"

one of the finest and safest harbors in the world. Here we may see, at times, a hundred sail anchored, awaiting the safety signals of "Old Prob" to venture out to sea. In a few moments passengers and baggage are transferred to a train of comfortable cars, and we are soon speeding through a dense growth of luxuriant cedars and holly on the Government Reservation.

Passing Highlands, Seabright, Monmouth Beach, in one and a half hour's time from New York, our train rolls

into the depot of the "Brighton of America," and during President Grant's eight years of office popularly known as the "summer capital."



LONG BRANCH.

LONG Branch is one of the most fortunate, as far as position, accessibility and climate are concerned, of the watering-places on the Atlantic coast, and with these advantages at the outset, it has naturally become one of the most famous resorts of the fashionable and wealthy society of New York and Philadelphia. As a summer retreat it is less expensive than Newport and Saratoga, and quite as beautiful as either. Society, there, is generally more democratic; fashion decrees no rigid course of conduct, and is therefore less exacting of her votaries, than at many other resorts in which the fashionable world takes no greater interest.

The site of Long Branch is upon a bluff which affords a splendid drive overlooking the sea. The climate is as

delightful as that of any other part of the New Jersey coast ; which is saying quite sufficient in its favour. The interior of the country is fertile and pleasant. There are no salt marshes or sandy plains in the neighborhood, and as the hotel-keepers say, no mosquitoes ; in fact, Long Branch is as well suited to rest and recreation for the weary, as to the pleasures and pastimes which city folks quite as often seek in going to the country or sea-shore for the summer.


These natural advantages are adjacent, and within easier access than any other watering-place, to the commercial centres—New York, and Philadelphia. The remarkably safe sea-bathing facilities, an entire immunity from annoying insects and other causes combined, have elevated this notable resort to the first rank in the country. The "Bluff" here finds no parallel upon the Atlantic coast, extending, as it does, five miles continuously, and at an elevation of not less than twenty feet above the beach, from which it rises abruptly ; the plateau behind forms the famous "ocean avenue" drive, and constitutes a delightful promenade, with paths and broad walks, through green sward and summer-houses in front of hotels and cottages. The natural healthfulness of Long Branch and its surroundings are well-known. Bounded by the Atlantic ocean on the east, by well-drained and fertile farming lands on the south and west, and by the Shrewsbury river and its branches on the north, supplied with pure water by its secure constructed water-works, it possesses every requisite for a salubrious locality. A dozen first-class hotels lining the bluff, with many others on the avenues leading back from the ocean, give ample accommodation for all comers.

Pleasure Bay is the most delightful boating locality in the vicinity of the Branch. It is reached by a short drive of a mile and a half, and presents a most inviting appearance to the devotee of aquatic sports. Oysters, crabs, clam-bakes, &c., are here served up in a style of cuisine that is seldom equalled.

The drives are, beyond question, the finest of any seaside resort, and so numerous and varied that one can select a different route for almost every day in the "season," without their becoming in the least monotonous. One of the attractive features of the "Branch" during the months of July and August is the races, under the direction of the Monmouth Park Association, on their track at Oceanport. It is by far the best in America, being a full mile, with wide sweeping turns, and visible in every portion from the grand stand; its homestretch is a straight dash of a quarter mile and cannot be equalled. It affords plenty of room for the large field of horses for which Long Branch meetings are famous.

The tourist, if destined for Philadelphia, will continue on the train from Long Branch, passing through many pleasant villages to Camden (opposite Philadelphia), without change of cars. During the summer season, especially, this line of travel, between New York and Philadelphia, will be found delightful. We will now call the tourists attention to a few of the most popular summer resorts in this vicinity.

LONG ISLAND.

 IT is long since the opinion was given to the world, that the interior of Long Island contained nothing of greater interest to the tourist than heaps of desert, sand, and forests of low shrub-trees left unfinished by the

Creator and neglected by man. The Island was recognized a few years ago as a geographical fact, and that was all. Its northern shores were notable chiefly as the boundary of the waters of the Sound, while its southern ones had become familiar to newspaper readers through terrible and frequent marine disasters. The past two years, however, have worked a wonderful change in the fortunes of Long Island. Thousands of people have explored it from end to end; tourists have found there all the delights of pure country air and the finest beaches in the country; artists in exploring its coasts have found an inexhaustible field for sketching, while business men have just come to a realization of its south-western shores, their accessibility to New York, and the convenient and delightful escape they afford from the enervating atmosphere of the over-heated city. The unsavory reputation of old Coney Island is too recent a memory soon to be forgotten, and the growth of the Island during the past two years, until it has become the foremost of American watering-places, is the more remarkable, because it is unparalleled in the history of our summer resorts. The various railroads and steamboat lines by which the Island was reached, attested, on several days of last August, their capacity for moving more than 200,000 passengers from New York to Coney Island between sunrise and sunset. The small island was overrun by multitudes of people, and those who could find a seat on the hotel piazzas, Bauer's platform, or the Iron Pier, were more fortunate than a good many others, who, for the want of a resting-place were obliged to move about with the restless multitude, animated only by a common purposelessness. The hotel-keepers have learned

several valuable lessons by the experience of last summer, and the travellers of the present one are likely to benefit by it. The imperfect drainage, which was a subject of continued complaint last year, has been overcome, it is confidently promised, by the erection of a number of hermetically sealed tanks, which will be cleared as often as required and by a process of chemical disinfection, which has been tried with success in the South. The Manhattan Beach and Oriental (new) hotels are said to be the only important ones whose drain still empties into Sheepshead Bay. The most important improvements on the Island, since the close of last season, will be the Manhattan Beach Company's new hotel, called the Oriental, which is now in course of construction on the lot adjoining on the east side that of the Manhattan Beach Hotel. The Oriental will be opened about the middle of June, with rooms for about 500 guests. The frontage on the ocean is nearly 600 feet, and the dining-room will be one of the largest on the Island. The Brighton Beach Pavilion has been enlarged, and the platform in front of the West Brighton Beach Hotel has been extended 160 feet into the sea. Paul Bauer's Platform, near the Iron Pier will provide seats for about 15,000 persons, and the contiguous band-stand will be occupied in the afternoon and evening, after the 12th of June, by the Twenty-third Regiment Band of forty-two pieces. One of the most noticeable improvements at Coney Island is a lawn and flower-garden, which now extends several hundred feet east from the Brighton Beach Hotel, covering what was formerly a wide tract of marsh-land. The band-stand, in front of the Brighton, will be occupied this summer by Neuendorff, who will be remembered by all who listened

to his popular orchestra last season. Another railroad is soon to be added to the traveling facilities. The New York and Brighton Beach Railroad, from Locust Grove to Coney Island, will open about the middle of June with a double steel track, and thoroughly equipped with rolling-stock. The time from New York City to Brighton Beach, over the new road, will be twenty-seven minutes. The Brighton Railroad, from Hunter's Point and Flatbush avenue, Brooklyn, to the Brighton Hotel; Manhattan Railroad, from Bay Ridge and Long Island City to the Manhattan Beach Hotel; the Prospect Park and Coney Island Railroad, from Greenwood to the West Brighton Beach; the Sea Beach Railroad, from Bay Ridge to Sea Beach Palace, and the Brooklyn, Bath and Coney Island Railroad from Locust Grove to Coney Island, will open for summer travel about the first of June. The flotilla of steamboats running between Coney Island and New York will begin their half-hourly trips probably on the 12th of June, on the opening of the Iron Pier. There will be an independent line of steamers during the summer running between Coney Island and Long Branch; and another, making hourly trips between Rockaway and Coney Island. A charter has been taken out for an elevated railroad on the Coney Island Beach, from the eastern extremity, Manhattan and Oriental hotels, to the Iron Pier, but the operations for its construction have not yet been begun.

ROCKAWAY,

claiming, among other advantages, an infinitely finer beach and purer atmosphere than Coney Island, and possessing the largest hotel in the world, as well as

a new railroad, which brings New York within thirty minutes ride of the Beach, is likely to take a large share of pleasure excursionists from New York during the coming season. The growth of this place might be likened to that of Coney Island, though in no way compared with it. But it would be difficult to exaggerate the possibilities of the present season since the Rockaway Beach improvement Company have taken that little neck of sand under their fostering care. It was not so very long ago that Rockaway was a neglected waste of land, covered here and there with a starving underbrush of trees and shrubs, while Far Rockaway, less than five miles further up the coast, was a fashionable resort, second only to Saratoga. Rockaway was a barren desert which no one cared to explore, as late as 1860, when one James Remsen bought all the sand heaps west of Far Rockaway, some 12,000 acres in all, and paid \$500 for them in the hope that they might some day be worth something. The mill of time was a slow one in his case, but Mr. Remsen's time came in spite of those who called him crazy, and this spring, the Rockaway Beach Improvement Company paid nearly \$200,000 for the neck of land on which their new hotel is now being constructed. The new hotel will be seven stories in height, with a facade 1,140 feet, or about 400 windows on the sea. It is constructed of yellow pine and California red wood, the first floor being finished wholly in panel work, including the ceilings. The piazza will extend on the front the entire length of the hotel, 1,140 feet by about 100 feet in width, and three hundred feet distant from the surf at high tide. The hotel will contain about 1,200 rooms, or accommodation probably for 1,600 per-

sons, and the dining-room will seat 6,000 persons. The new railroad (New York, Woodhaven and Rockaway) from Long Island City (Hunter's Point), and Flatbush Avenue (Brooklyn), will touch at Woodhaven, on the Long Island Railroad, and thence take an air line to Rockaway Beach, crossing Jamaica Bay by a trestle-work about five miles in length. The distance of about sixteen miles will be traversed in thirty minutes, trains arriving within a stone's throw of the new hotel, which stands at the western terminus of Rockaway Beach, fairly within sight of the Coney Island sands. The Rockaway Beach Improvement Company will operate, in conjunction with the new railroad and hotel, a special line of steamers to New York, trips being made as often as the emergencies require, with a landing at their own pier in Jamaica Bay, immediately in the rear of the hotel. The new iron pier at Rockaway Beach extends about 1,260 feet into the sea, the starting point being from the Beach about half a mile above the point. In addition to the new hotel, which will be completed in June, there is at Rockaway Beach, the Sea-side House, which has been enlarged for the present season to accommodate 300 guests; the Surf House (100), East End (400), Atlas (250), Sea-side Pavilion (150), Hammill's Hotel (300), and a number of smaller houses where one can enjoy all the comforts of life, and at as reasonable prices as in New York. The Long Island Railroad will run express trains during the summer to Rockaway Beach and Far Rockaway, *via* Valley Stream, the distance to Rockaway being less than seven miles longer than by the new road.

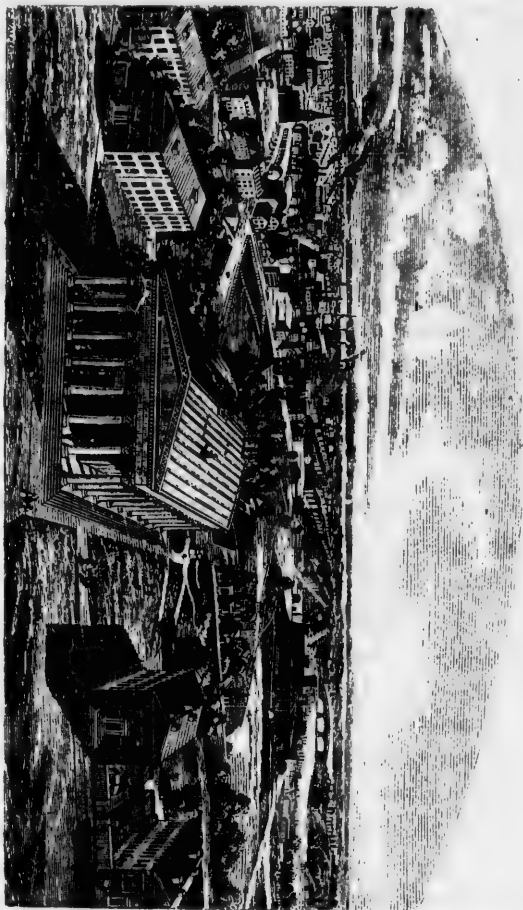
GREENPORT, a quiet little seaport town at the eastern terminus of the Long Island Railroad, will take a pro-

minent place this season among Long Island resorts through a new summer route to Newport, via Greenport, which will be opened about the first of June. Express trains will leave Long Island City and Brooklyn about noon, arriving at Greenport (94 miles) in two hours and a quarter, connecting there with the steamer "Francis" for Block Island, Newport, Martha's Vineyard and Nantucket. The sea journey to Newport will occupy about four hours. Returning, the boat will leave Newport in the morning, connecting with a fast express at Greenport, the passengers arriving at New York after a six hours and a half journey from Newport. The summer arrangement of trains on the Long Island Railroad will probably provide for three express trains each way, making only one stop between Long Island City, Brooklyn and Greenport. Steamers will make daily trips across the Sounds to New London and New Saybrook, at the mouth of the Connecticut River, and towards the interior the eye is greeted with green fields and prosperous West Jersey farms, a striking contrast to the wastes of sand or unwholesome marshlands which summer travellers have so often to overlook in approaching the sea-shore. Railroad trains whirl their passengers through the pretty village, giving glimpses here and there of hotels great and small, spacious country residences and long shady avenues bordered by cosy cottages. At length the passenger is set down at the West Jersey Station, and the clear blue waters of the Atlantic tumble in on the white beach fairly at his feet. From the broad walk, which extends along the beach from the railroad station to the Stockton and Congress Hall hotels, a fair idea of the town may be had. It is a bright picture, pervaded with an air of refinement

and prosperity and full of hope for the pleasure-seeker. The fire which destroyed so large a portion of Cape May, in the winter of 1878-79, was speedily repaired. New and finer hotels rose from the ashes of the old ones, and were in readiness even by the opening of the season; hence the aspect of Cape May from the beach is one of prosperity and life; the new buildings give the impression of a newly created watering-place, while the contiguous grounds show the advantage of the care and attention that have been bestowed upon them for years. The two largest hotels on the island are the Stockton and Congress Hall (reconstructed for the summer season), both of which have accommodation for about 800 guests, and are, in every sense, first-class hotels. The facilities for reaching Cape May this summer will be vastly improved over those of any previous one, and if the season is as prosperous as it promises to be, the West Jersey Railroad will need all the advantages of its excellent rolling-stock and fine road-bed to meet the demands made upon them. The summer arrangement of trains on the West Jersey will probably provide for express trains leaving Philadelphia at 9.00 in the morning, 2.30, 4.00 and probably 5.30 in the afternoon. The time between Philadelphia and Cape May (81 miles) will be two hours. Returning, express trains will leave Cape May at 7.00 and 9.00 a.m., probably 3.00 p.m., and 4.45. In addition to these there will be an accommodation train each way. The rolling-stock of the West Jersey will be increased by a large number of summer excursion cars, besides twenty-five new ones built on the admirable model of the new cars used in the fast express service of the New York Division of the Pennsylvania Railroad. One of the pleasantest routes to

Cape May during the summer months is by the large excursion steamer "Republic," which will leave Race street wharf early in the morning, and, after a pleasant

CITY OF PHILADELPHIA.



trip down the Delaware, reaches Cape May Point about noon. A narrow-gauge runs to Cape May City, five miles distant. Leaving the Point again about three

o'clock the "Republic" arrives at Philadelphia early in the evening. Baltimore sends to Cape May quite as large a portion of her fashionable world as comes from Philadelphia. The society at the Island is bright, animated, refined and hospitable, as it can afford to be, for the visitors at Cape May belong to the best class of summer travellers. The "season" opens at the Stockton Hotel, about the 10th of June this summer, and by that time it is hoped that a new iron pier will extend 800 feet into the sea in front of the West Jersey Station.

ATLANTIC CITY, situated on the Atlantic coast, sixty miles south-east of Philadelphia, has a resident population during the summer months slightly exceeding that of Cape May, but the transient visitors in the height of the season fairly outstrip that of any watering-place south of Coney Island. It was opened to the public a little more than a quarter of a century ago, and since then it is indebted for its rapid growth and steadily increasing popularity to an unusually fine climate, both in winter and summer, a good beach, generous hotel accommodations, and the admirable facilities the Camden and Atlantic Railroad have always offered for going there. The adjacent coast is broken into many inlets and bays which now afford the best opportunities for boating, fishing and gunning, sports that bring hundreds of visitors to Atlantic City every year. The present season is likely to work a wonderful change in the fortunes of Atlantic City—a change that is anticipated in the scores of new buildings now in course of construction. In addition to the Camden and Atlantic Railroad, and the Philadelphia and Atlantic City Narrow Gauge Railroad, which transported thousands to and from the sea-shore every day

of last season, the West Jersey Railroad will open, about the 10th of June, a new railroad to Atlantic City, from Camden, by way of Newfield, a station on the West Jersey (Cape May) Railroad, about thirty miles from Philadelphia. The new railroad from Newfield to Atlantic City will be thirty-four miles in length, laid with steel rails and on a road-bed prepared for the fastest express trains. The new railroad, which is about four miles longer from Philadelphia than the Camden and Atlantic, will arrive at Atlantic City, at the junction of Atlantic and Baltic avenues, the new station fronting on both streets. Trains will leave Camden (from Philadelphia by Market street ferry) for Atlantic City over the West Jersey Railroad at 9.10 to 10.50, 2.30, 3.30 and 5.30. In any event there will be five fast express trains over the new railroad between Philadelphia and Atlantic City every day. One stop will be made at Newfield, and the running time will not exceed one hour and a half. On the other hand, the Camden and Atlantic Railroad, well equipped with new rolling-stock, a well ballasted track, the new and large station at Camden, and a new iron ferry-boat crossing the Delaware from their station at the Vine street wharf to Camden, will open the season, better prepared than ever, to meet the tide of summer travel. Four express trains will run to Atlantic City daily, without a stop. The running time will be less than ninety minutes. The cheapest route to the sea-shore will be by the Narrow Gauge Railroad from Camden. Express trains will run each way daily. A multitude of travelers was accommodated by this road last season; and at the excursion rates offered, the luxury of

a trip to the sea-shore, and a bath in the surf, is within reach of the smallest purse.

ANGLESEA, or Five Mile Beach, a few miles above Cape May on the Jersey coast, has been taken in hand by an improvement company who will endeavor to bring the many advantages of the place into public notice. A new narrow gauge railroad will connect Anglesea with the West Jersey Railroad track near Cape May Court House.

BARNEGAT INLET, on the coast midway between Long Branch and Atlantic City, has become famous through its blue fish. The arrival of the first school, generally about the last of the month of May, is the signal for hundreds of sportsmen and business men to pack off for the sea-shore. The route from New York is by the New Jersey Southern Railroad to Barnegat, by way of Manchester, and from Philadelphia the sportsmen may go by the Pennsylvania Railroad from Camden to Whittings, and from this point by the Tuckerton Railroad to Barnegat.

BEACH HAVEN is another of the resorts on the Jersey coast which have sprung into popularity within a few years. It is situated on Long Beach, a small sandy promontory running parallel with the Jersey coast and separated from it by Little Egg Harbor Inlet. This inlet affords every opportunity for boating and fishing without the danger of the open sea and powerful surf which rolls in on this exposed coast. Across the promontory the surf may be seen in all its glory. Beach Haven contains four well-kept hotels, easily accommodating a thousand visitors. Steamers connect Beach Haven with Barnegat, and thence the route to the north and west is the same.

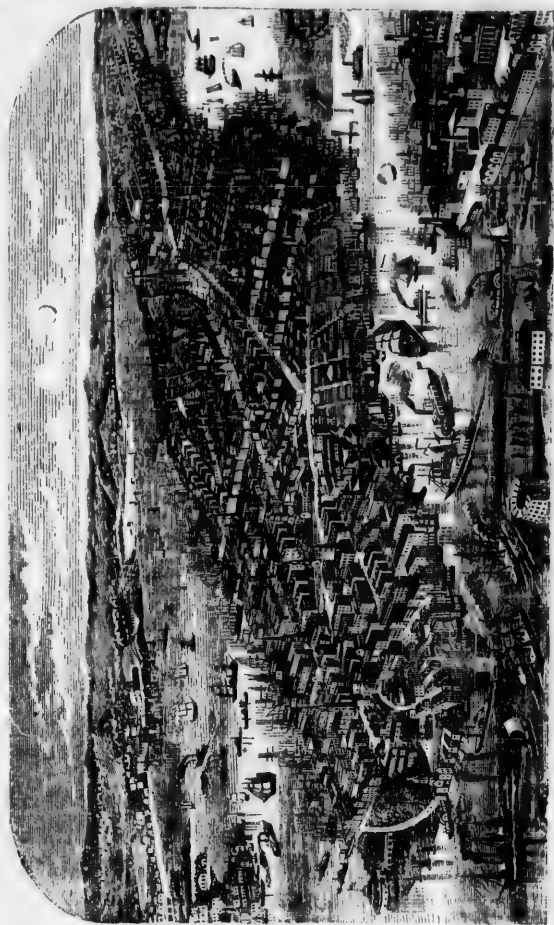
OCEAN GROVE, six miles above Long Branch, is a reservation controlled by ministers and members of the Methodist Episcopal Church of New Jersey and Pennsylvania. It is resorted to during the summer by quite a number of ecclesiastics, and christian families. No intoxicating drinks are permitted on the grounds, and boating, bathing and drinking are strictly prohibited on the Sabbath. During the Camp Meeting season, the village is crowded to its utmost capacity, many of the visitors living in tents and other temporary structures upon the beach and in the adjoining groves. The passenger traffic at this point, during the summer season, is larger than to any other resort on the New Jersey coast, between Long Branch and Atlantic City.

ASHBURY PARK AND OCEAN BEACH adjoin Ocean Grove, the one on the north, the other on the south, and are both largely patronized.

NEW YORK.

we are again at New York. But, before ourselves among its 1,500,000 inhabitants, we raise our heads. The departing reader, with the hope that the trip here ended has been a pleasant one. "On different senses, different objects strike;" but we think there has been something of a sort to please all. Men of every pursuit, and of every variety of taste, will have been able to indulge, each in his peculiar hobby; for, although the extent of ground traversed may not seem so large as otherwise might appear, from the similarity of race everywhere encountered, yet, from the free expression given to thought, and the amount of enterprise, social and individual, everywhere met with, there is, perhaps, not a better

field open for examining the working merits of the different schemes which have been from time to time proposed as affording solutions of the important questions of



CITY OF NEW YORK—SHOWING THE WATER FRONTS OF NORTH AND EAST RIVERS.

national education, workmen's associations, co-operative labour, &c.

To the political economist there has been, therefore,

abundant subject for fruitful study ; and the prospects of an ever-increasing wealth, lately opened by the discovery of rich mineral veins, in territory hitherto regarded as unproductive, will afford the theorist ground on which to work, in conducting his speculations on the great future reserved for this continent.

To the geologist no tract of country could well be found more replete with interest than that we have traversed. He has been brought face to face with nature in her sublimest aspects ; he has been admitted, as it were, to view the *arcana* of her great workshop, and the vast cuttings scooped out by the powerful force exerted through successive ages on a limestone formation, by a stupendous power like Niagara to the tiny "striæ" or ice grooves, that to this day mark, with unerring line, the course of the Northern glaciers, as, in ages still more remote, the ground down over the greater portion of the North American area.

The artist and sportsman have also no reason to complain of the bill of fare offered for their special enjoyment. The former could hardly study in a better school than that he has just left—a school that has produced more than one conscientious interpreter of its own peculiar "*genre*." And the latter will, on his journey round, have been able to inspect, in the larger cities, the spoils of many a game-bag and fishing basket.

The student of life and character will have occasion to notice many novelties ; and the strange mixture of the two languages in Canada, by the "*habitants*," as they are called, will astonish his ideas of euphony. His pure French, if such, perchance, he can command, will not unfrequently prove "*caviare*" to these swarthy folks but,

perhaps, nothing will have more effect on him than the first sight obtained of the Red Man, as he appears in the streets of our cities in this the 19th century. "*O, quantum mutatus ab illo,*" he will exclaim—from that romantic-looking creature clothed in a scanty allowance of "fig-leaf" who used to be served up for the delectation of our infantile minds in the pages of old Peter Parley—when he sees the Indian Chief of his boyhood, so strangely modified by the Darwinian system of Natural Selection, into a smooth-faced, oily-haired, individual, clad in paper collar, Eureka shirt, and extensive wide-awake.

We have endeavored to describe faithfully and correctly the route over which we have passed in company. There are doubtless some whose knowledge of particular points named is greater than that possessed by us, and such facts, if combined with those already given, would greatly enhance the value of our Guide; we, therefore, ask information from those best able to afford it, and we promise that, so far as the limits of the work may permit, the same shall be given in future editions to our friends, the travelling public, whom we now refer to our Western Appendix, following, in which the traveller is conducted in another direction, and along different routes previously described from New York to Chicagô, and thence across the continent to San Francisco.

WESTERN APPENDIX
TO
CHISHOLM'S
ALL-ROUND ROUTE
AND
PANORAMIC GUIDE
OF THE
ST. LAWRENCE,
—AND—
WESTERN TOURISTS' GUIDE
TO THE
GREAT WEST, NORTH WEST AND FAR WEST.

INTRODUCTION.

The Publishers of this well-known Tourists' Guide have no apology to offer their many patrons in presenting to the Travelling Public, a new, complete and revised edition of their Guide, which has been established for the past ten years. They feel that this splendid edition of their book will fill a vacancy that has long been felt. The present edition, will contain about 150 pages more subject matter than any previous edition, having been prepared expressly for this work. This Guide, in its new form, not only embraces all the famous pleasure and summer resorts of the East, but will show how to reach them by the most popular routes, either by rail or water, thus giving to the Tourist reliable and authentic descriptions of them. To stop at this point would be only half completing the object aimed at, therefore, commencing with the present edition, we have not only done all this, but a great deal more, having added a Western appendix of all the principal summer and pleasure resorts of the Great West, North-West, and Far West, this being a special feature of our Guide. Upon examining the Western appendix, the reader will find it contains a full and complete description of Chicago with many new and beautiful illustrations of this Queen City of the Lakes, from its earliest settlement down to the present time. This Guide describes all points of interest to the Traveller, from New York to San Francisco, including


Kansas City, Leavenworth, Atchison, Omaha, Denver, as well as the many famous health and summer resorts of Colorado and New Mexico, Great Salt Lake, the Grand Canons, &c., with valuable information to the Tourists concerning the Big Trees of Calaveras Grove, the wonders of the Yosemite Valley, with a lengthy description of Oregon, and British Columbia.

This Guide is profusely illustrated, and furnished with maps of the various routes. It also gives the distances from point to point, and elevations above the sea; full descriptions of lakes, rivers, mountains, and everything of a picturesque nature that will attract the attention of the traveller. Particular care has been taken to collect information respecting the various railways that will be of value to the tourist, and neither time, money nor labor, have been spared to make this volume reliable in every particular. The reader will be pleased to learn that this Guide has been compiled from the personal experience of the Compiler, who has travelled over the entire route, from New York, to the Lower Saguenay, thence all through the White Mountains, and westward to Chicago, North-West, through Wisconsin, and Minnesota, on to Winnipeg, and back to Chicago, thence over each of the popular Western Lines to Kansas City, Omaha, and Denver *via* the Great Pacific Railways to all points in the Far West, across the Continent.

We may add that the present Guide contains the only full directions of travel from the principal points of the Atlantic Coast to those of the Pacific.

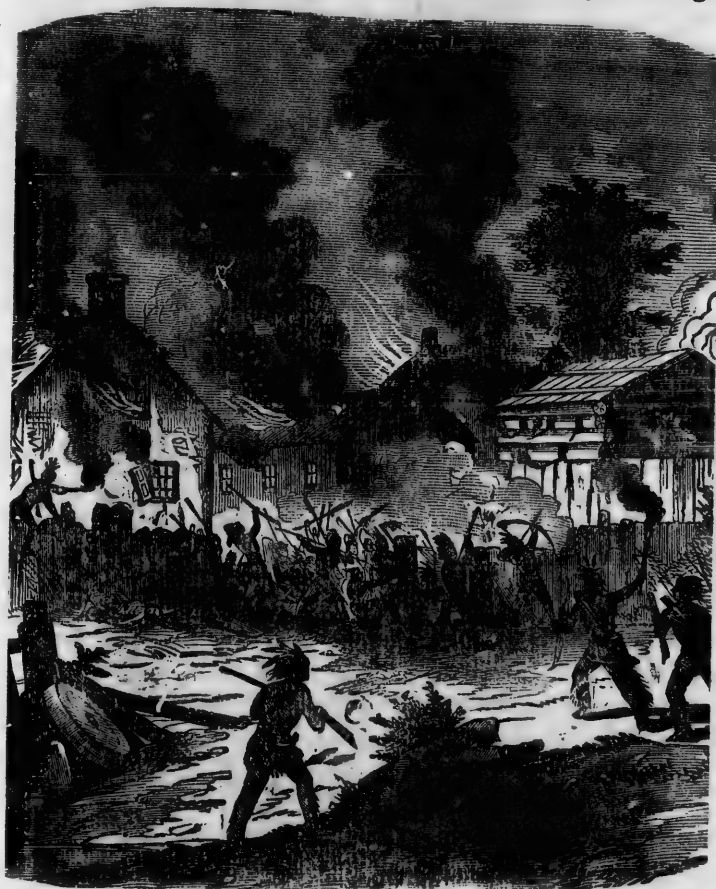
This Guide will undergo a thorough annual revision, and the Publishers will be thankful for any corrections or additions which may be suggested.

CHICAGO AS IT WAS, AND AS IT IS.

HICAGO is in many respects one of the most spectacular cities in America, its magnificence is all the more striking because it is so young in years, so far in the interior, and has so lately passed through an ordeal of fire which would have ruined any other city forever. It is only strict truth to say that the "Queen of the Lakes" is more beautiful and splendid to-day than she was at the time of the great conflagration of 1871.

The first permanent settlement was made on the site of Chicago in 1804, during which year Fort Dearborn was built. This was abandoned in 1812 and finally demolished in 1856. The town was first organized in 1833 and incorporated as a city in 1837. At the first official census taken in 1837 the entire population was set down at 4,170. From the best available data the population at the census of this year will not be much, if any, under 600,000. Its growth has been marvellous during this brief interval, but it was temporarily checked by the tremendous fire which occurred on the night of October the 8th, 1871. The whole area burned over, including streets, was nearly three and a third square miles. The number of buildings destroyed was 17,450; persons rendered homeless, 98,500; persons killed, about 200. Not including depreciation of property and loss of business, it is estimated that the total loss occasioned by the fire was \$190,000,000, of which about \$40,000,000 was recovered on insurance, though one of the chief results of the fire was to bankrupt many of the insurance companies, all over the country. The business of the city was interrupted

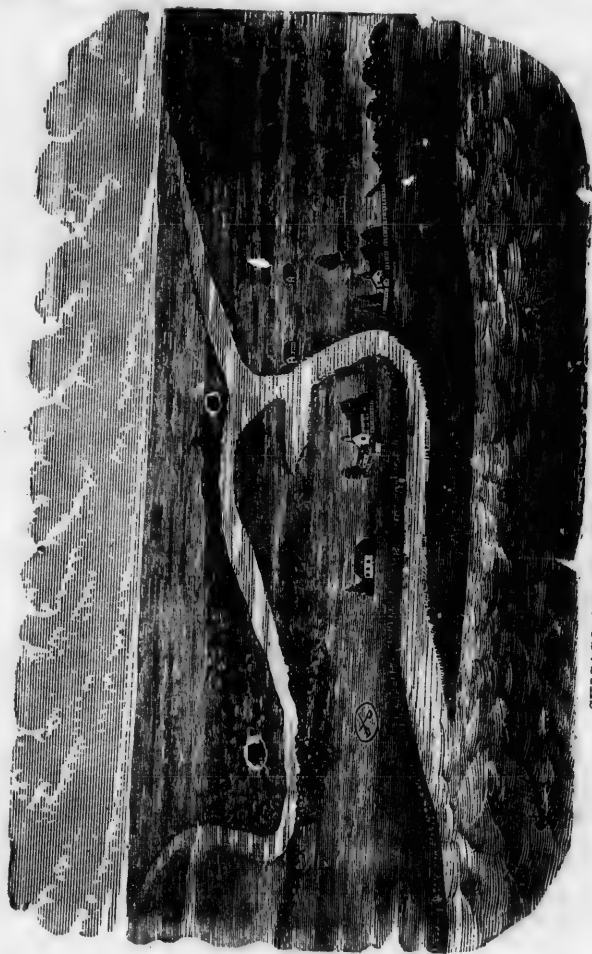
but a short time, however. In the course of a few weeks many merchants had resumed trade in temporary wooden buildings. Within one year after the catastrophe a large



THE GREAT CHICAGO MASSACRE.

part of the burnt district had been rebuilt, and at present no trace remains, except the improved architectural appearance of the city. Two years later, in July, 1874,

another great fire took place in an adjoining section. Eighteen blocks, or sixty acres, and about \$4,000,000



CHICAGO SIX YEARS AFTER THE MASSACRE.

worth of property was destroyed. Chicago is situated on the Western shore of Lake Michigan, at the mouth of the Chicago and Calumet rivers ; by means of the former,

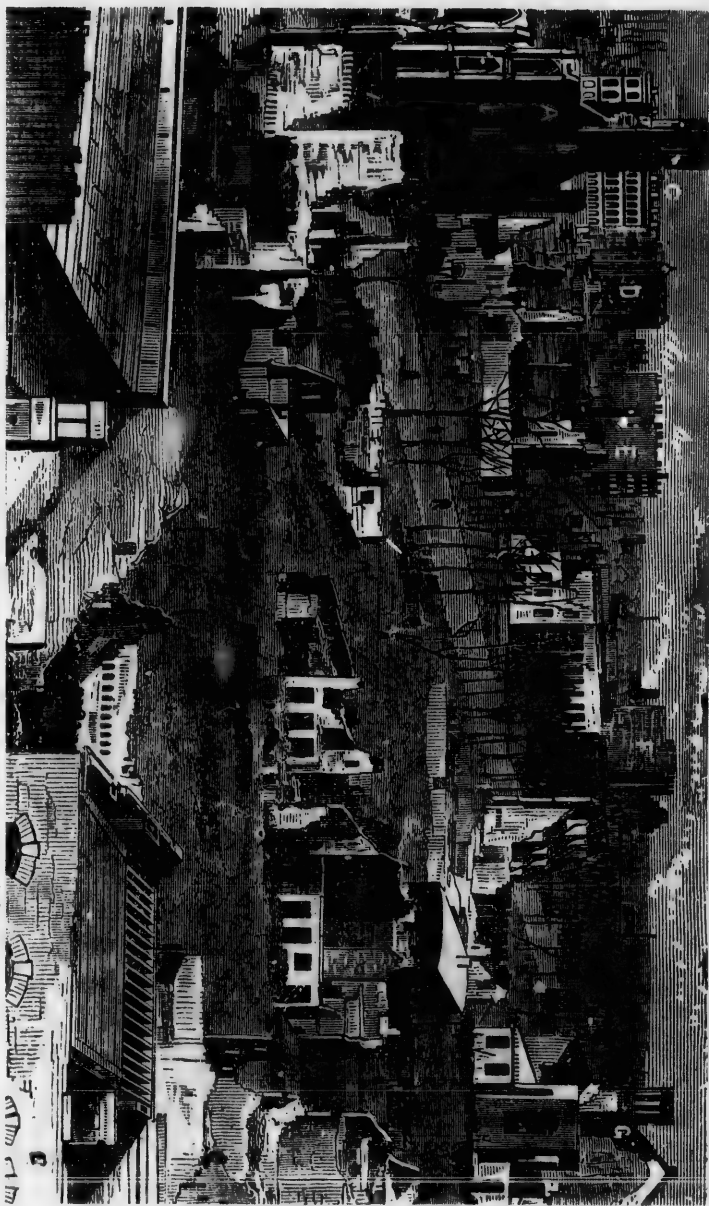
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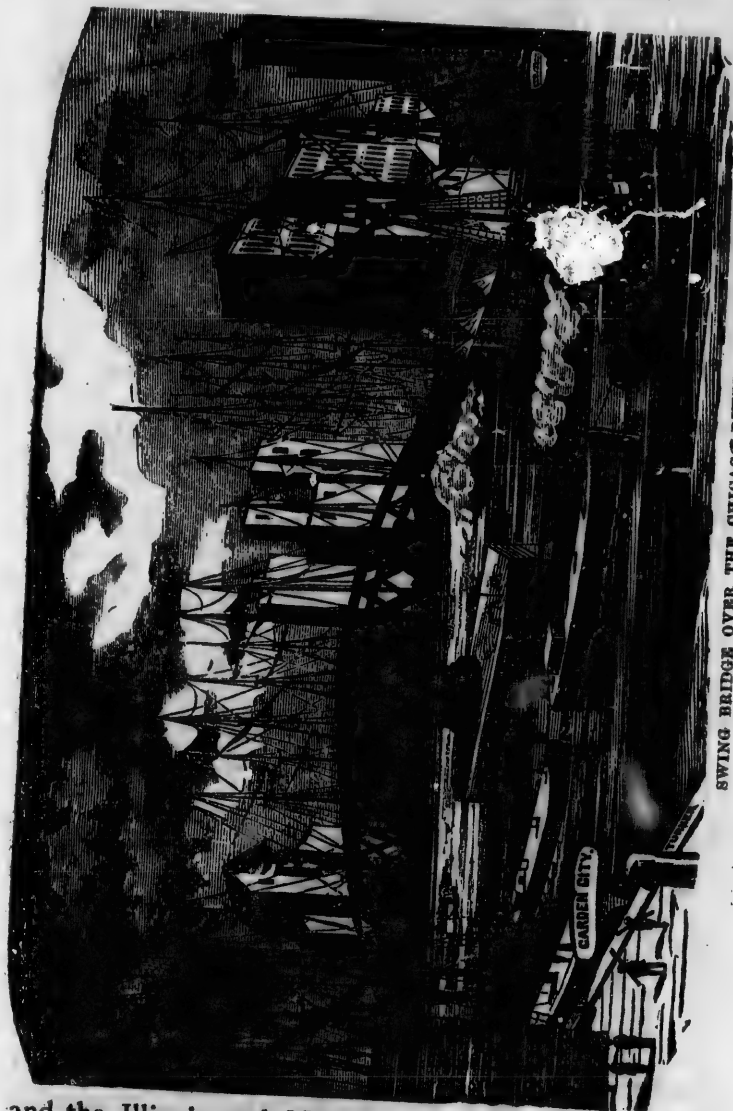
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CHICAGO SIX YEARS AFTER THE MASSACRE.

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CHICAGO ONE DAY AFTER THE GREAT FIRE, OCTOBER 8TH, 1871.





SWING BRIDGE OVER THE CHICAGO RIVER.

and the Illinois and Michigan canal, it has continuous communication with the Mississippi River and the Gulf

of Mexico on the South and West; and by the chain of the Great Lakes with the St. Lawrence and Atlantic

THE GREAT FIRE—AS SEEN FROM THE LAKE ON THE NIGHT OF OCTOBER 8TH, 1871.



Ocean on the East. There is no inland city in the world that possesses greater facilities for commercial intercourse. The site of the city is a gently inclined plane, the ground



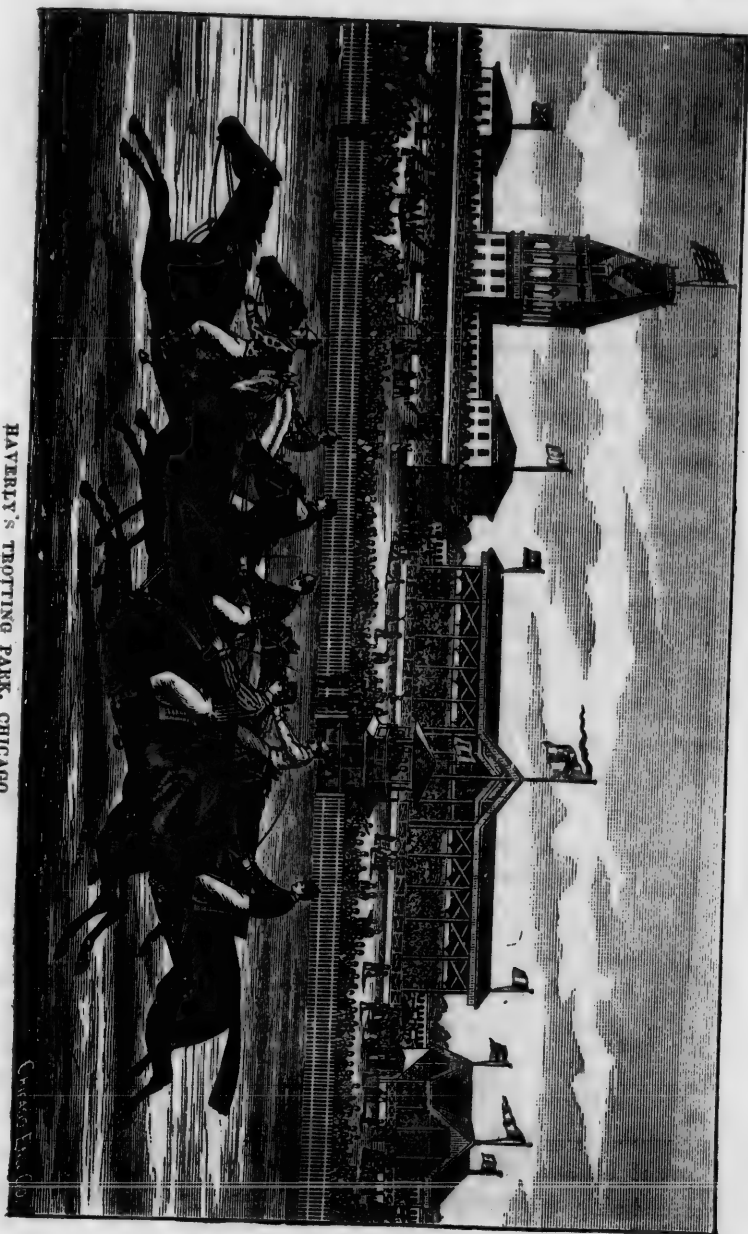
DREXEL BOULEVARD AND SOUTH PARK, CHICAGO.

in the western part, 3 miles from the Lake, being from 15 to 18 feet above the level of the Lake. The streets are generally eighty feet wide, and are very regularly built. They cross each other at right angles, and are for the most part, paved with stone or with wood; many of them are from five to ten miles in length. Chicago is divided by the river and its branches, into three parts, known as the North, West, and South sides, and these are connected by about 50 bridges, and two stone tunnels connect the main avenues of travel leading from the city proper to the northern and western divisions. These divisions are subdivided into twenty wards and contain nearly 800 streets, avenues, and alleys. The river and ship canals afford a magnificent harbor for the largest vessels, for more than ten miles. At the entrance of the first there is a large iron light-house.

The city is beautifully laid out in broad and shady streets, the principal of which for business purposes is State Street, the "Broadway" of Chicago, while Michigan avenue, (which fronts along the Lake), Wabash avenue, Prairie avenue, South Park avenue, West Washington street, and North Dearborn street, are distinguished by the great number of princely edifices, which are perfect models of architectural design and are adorned with rows of luxuriant trees. The system of parks and boulevards in Chicago is the most extensive of any city in the world. The Drexel, for instance, is 200 feet wide, from beginning to end, and is built on the model of the Avenue de L'Imperatrice, Paris, justly considered the finest boulevard in Europe. On South Water street are situated the principal warehouses and large wholesale stores, and in Lake street also, a large part of the wholesale business is done,



LINCOLN PARK, CHICAGO.



HAVERLY'S TROTTING PARK, CHICAGO.

LINCOLN PARK, CHICAGO.



while many of the largest and most elegant of the wholesale houses are now located on Michigan and Wabash avenues, making a gradual inroad upon a favorite residence locality. Among the objects of great interest in what the proud citizens call the "new Chicago," may be named the large and beautiful Lincoln Park situated on the Lake shore, north of the city, with its numerous charming drives along the shores of Lake Michigan, a very perfect zoological garden, a charming little lake, superb fountains, making it attractive as a drive or promenade.

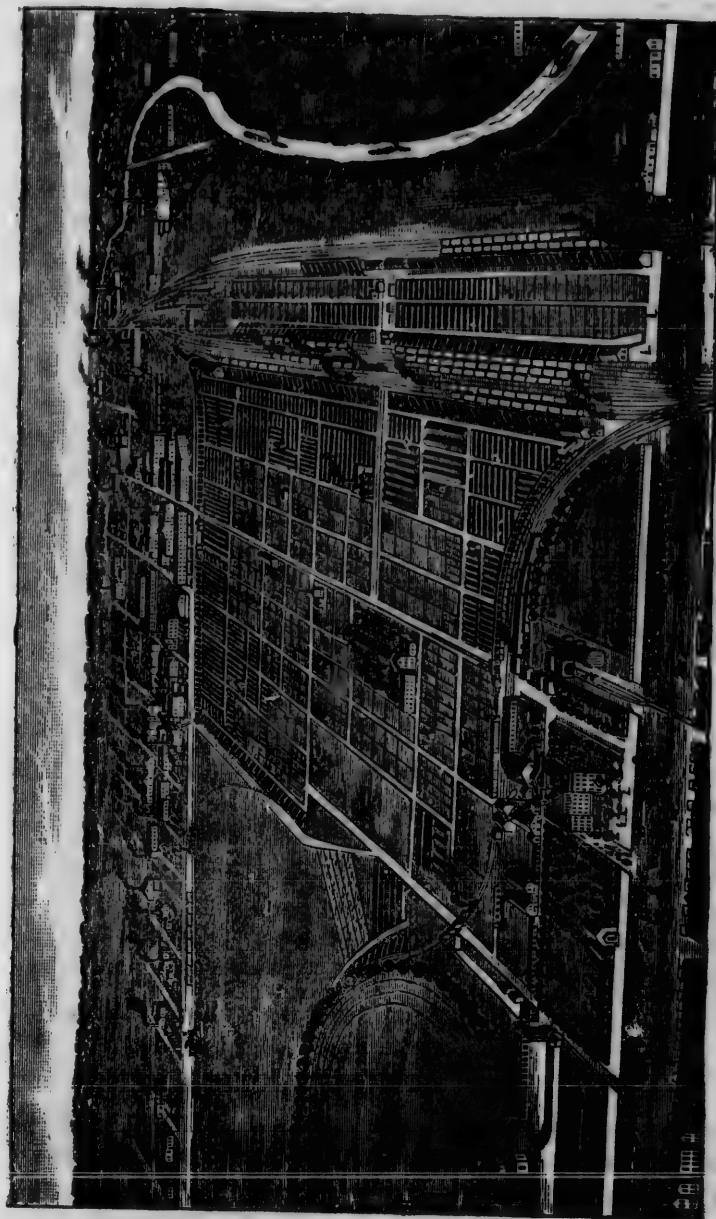
Another favorite resort is Union Park, situated in the western division, older than Lincoln Park, with beautiful lakes, fountains, &c., a complete zoological collection, pagodas, a music pavilion; it enjoys great popularity as a place of promenade, and for the open air concerts given every evening during the summer. Besides the above mentioned parks there is Lake Park, with a beautiful location running down the Lake shore south of the city to Hyde Park and Hyde Park House, a favorite driving and bathing resort, at the southern extremity. The south and west side parks are very extensive and beautiful; Dearborn, Jefferson, and other minor parks and Haverly's Trotting Park, all of which are well worthy a visit. The principal cemeteries, Graceland, Rose Hill, Calvary, and Oak Woods, are beautifully laid out and kept in the most perfect order, and for those lugubriously inclined, a visit to them would, no doubt, be pleasant.

Chicago is also the greatest live stock market in the world. Lying at some distance west of the city are the great Union Stock Yards, which are a wonderful sight to see, being a little world in themselves. The amount of

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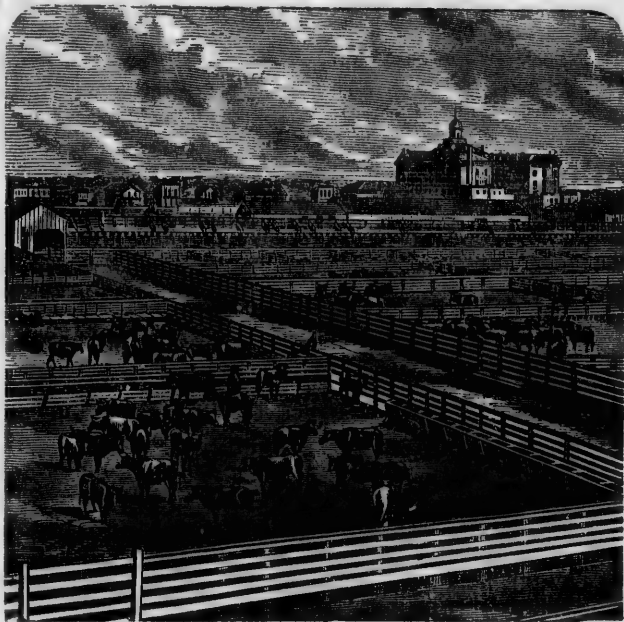
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UNION STOCK YARDS, CHICAGO.

land controlled by the company is 345 acres, of which the yards and pens occupy 146 acres. The present capacity of these yards is 25,000 head of cattle, 100,000 head of hogs, 22,000 sheep, beside which there are stalls for 500 horses, making a total capacity of 147,000 head. Quite a large town has sprung up in the immediate vicinity, with post-office, bank, telegraph office, churches and

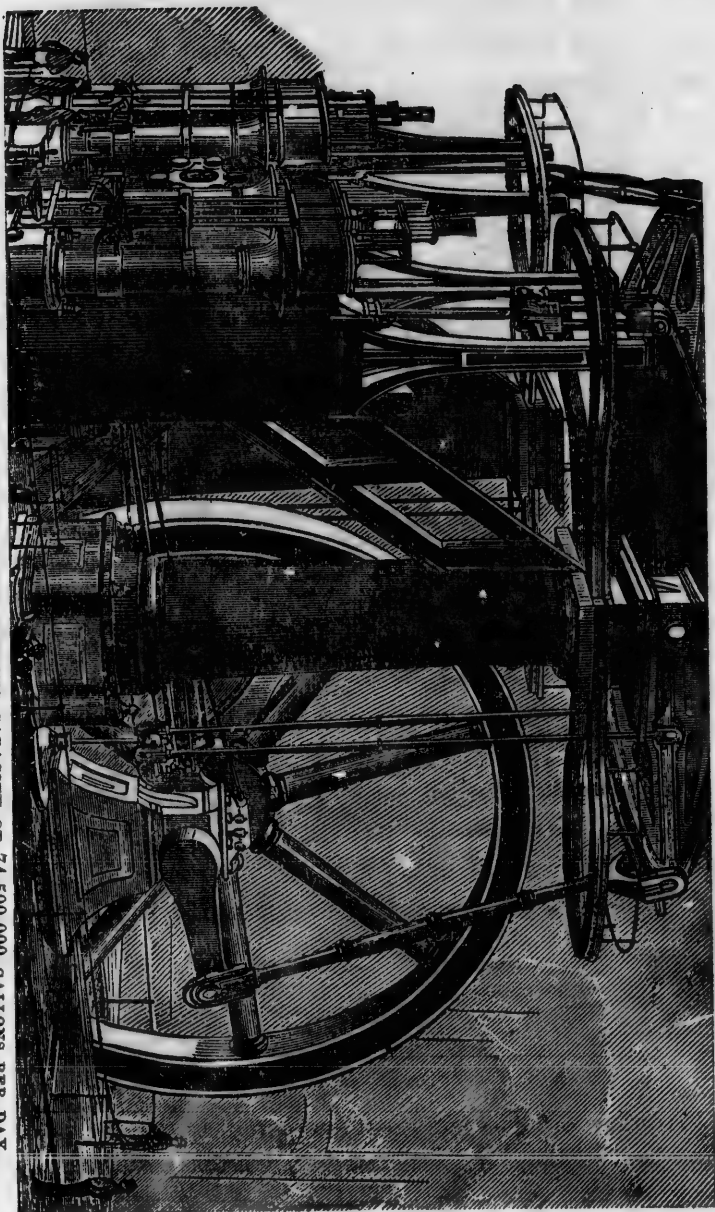


STOCK PENS AT UNION STOCK YARDS, CHICAGO.

schools. The yards are connected with all the railways centreing in Chicago.

The lumber trade of this marvellous city has grown so much, especially of late, that it would perhaps not be wild to assert that Chicago leads the world in this branch of business also. There are over 300 firms engaged in it.

THE NEW ENGINE AT CHICAGO WATER WORKS, WITH PUMPING CAPACITY OF 74,500,000 GALLONS PER DAY.

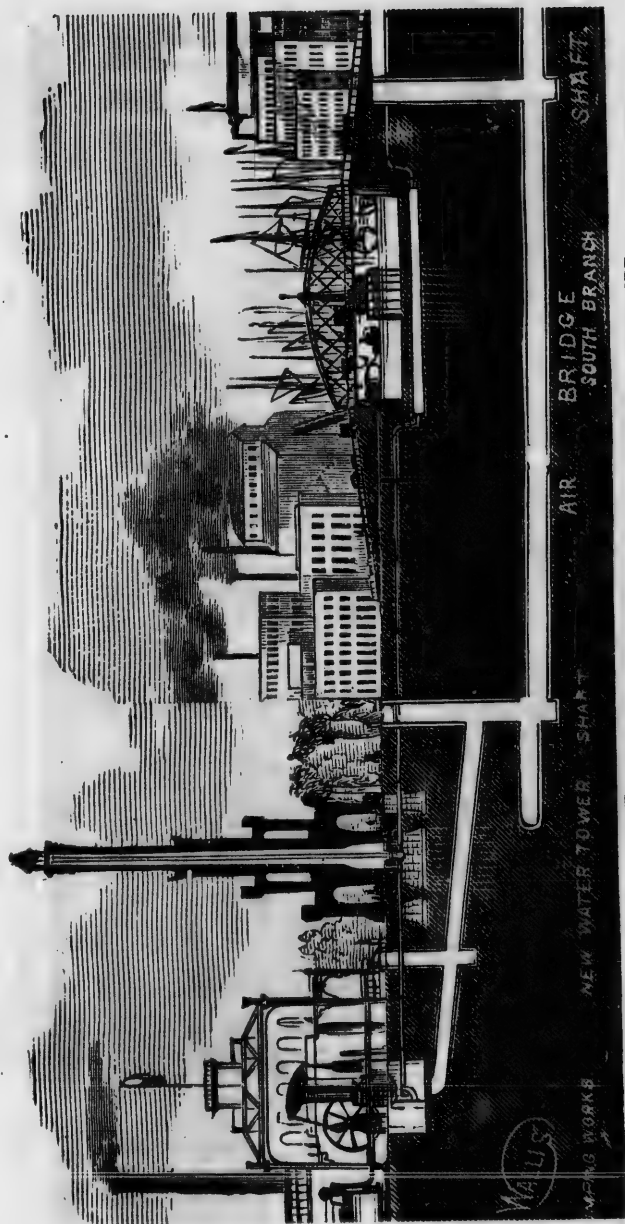


and between fifteen and twenty million feet of lumber are annually handled. The great pineries of Michigan and Wisconsin are the principal sources of supply.



THE NEW WATER WORKS AND TOWER, CHICAGO.

Another of Chicago's great industries is that of pork and beef packing, and a special feature is the great favor in

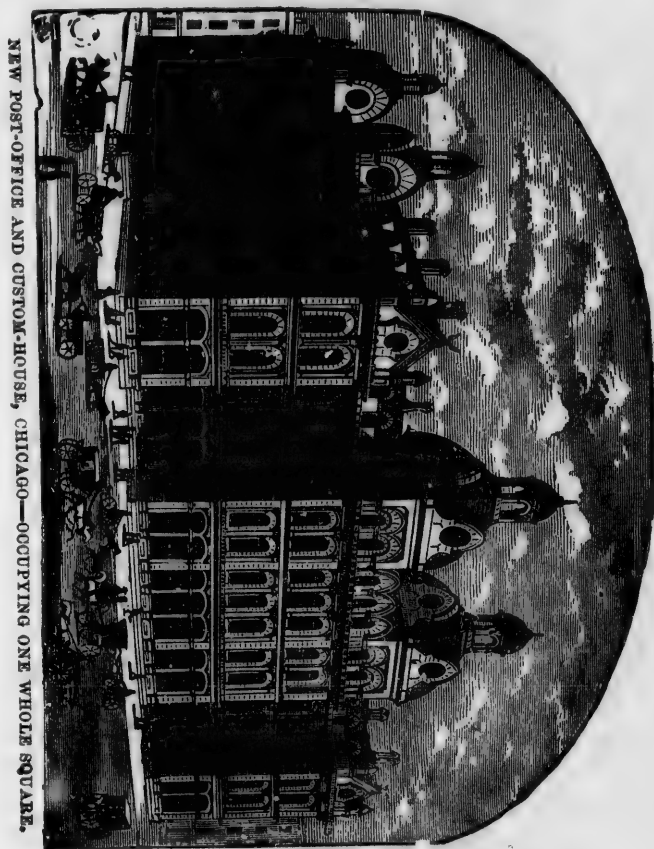


THE NEW WATER TOWER AND PUMPING WORKS, CHICAGO—WEST SIDE.



THE NEW WATER TOWER AND PUMPING WORKS, CHICAGO—NORTH SIDE.

which its summer packed meats have grown, both in this country and in Europe. The demand for the latter is steadily increasing.

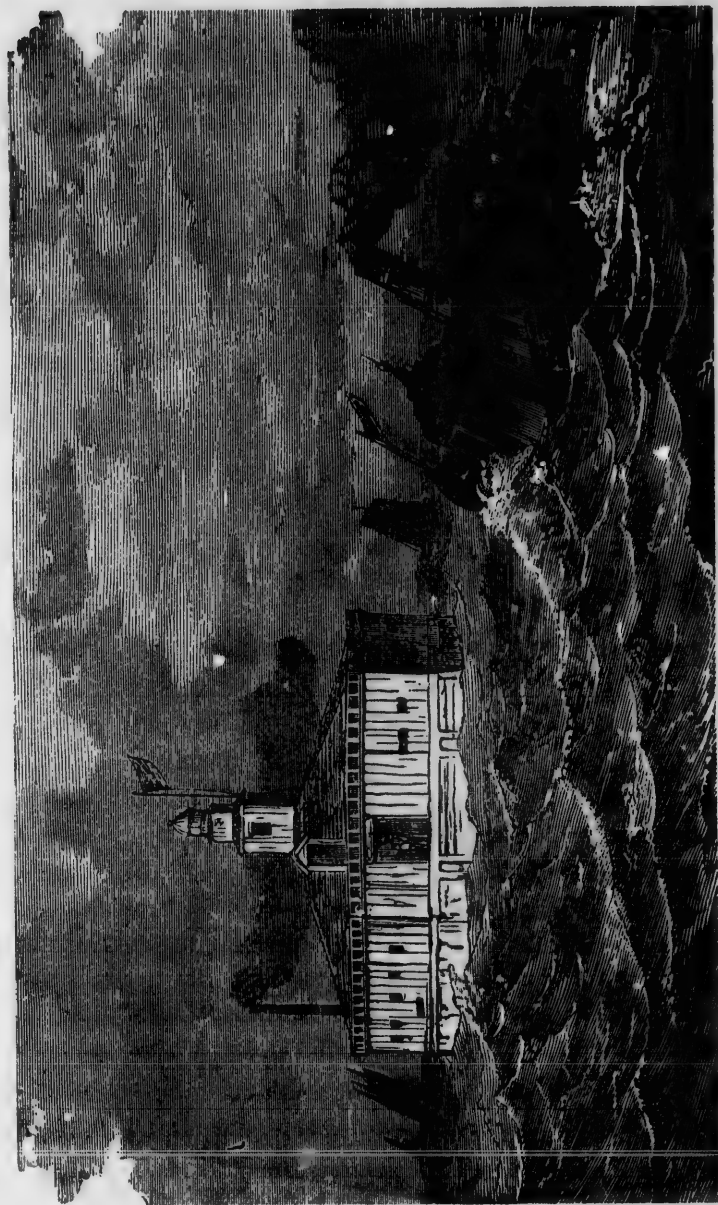


Chicago is furthermore the greatest railway centre in the world, some forty-five lines coming into the city. There is a dash of grandeur in almost everything in the way of public works, undertaken by Chicago. The Water-works,

which have been pronounced by those who are competent to judge, to be the finest and most extensive on the American Continent, if not in the world, are a proof of



this. They consist of a water tower, 160 feet high, up which water is forced by four of the most powerful engines hav-



THE LAKE OBIS, CHICAGO—2½ MILES OUT IN THE LAKE.

ing a pumping capacity of 74,500,000 gallons daily. The water comes through a tunnel extending two miles out under the lake, thus securing perfect purity to the water,



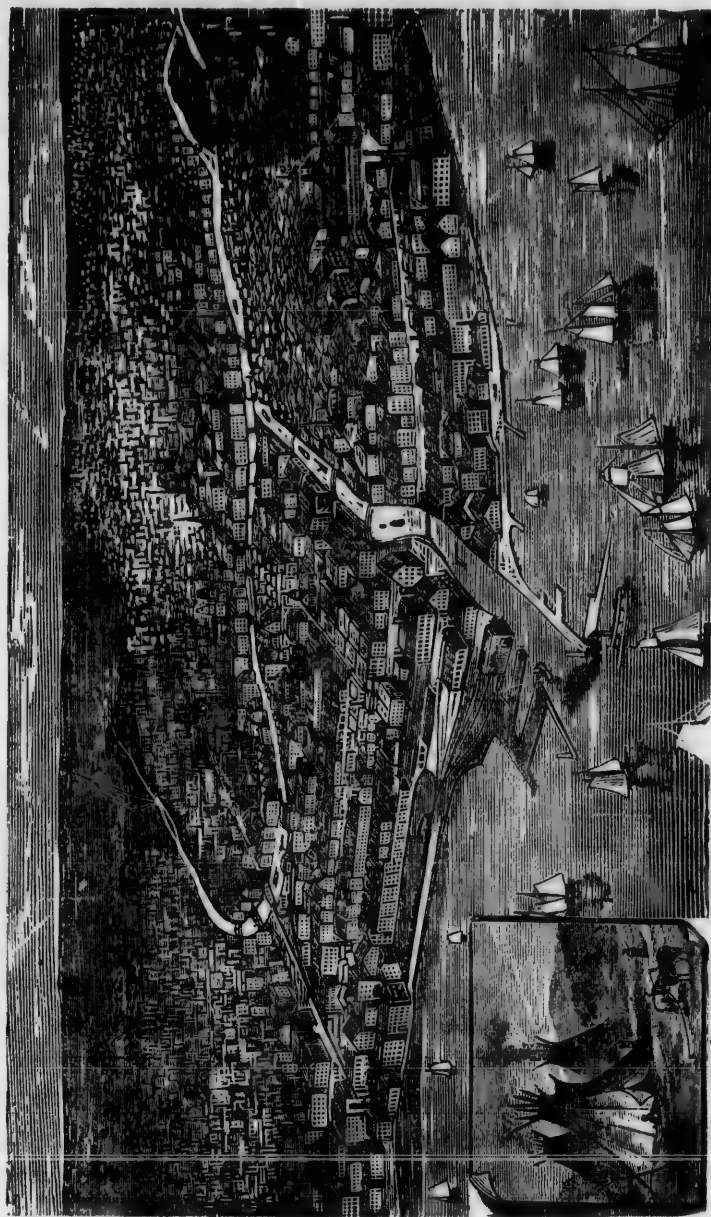
CHAMBER OF COMMERCE AND BOARD OF TRADE BUILDING, CHICAGO.

and another tunnel supplies the south-west portion of the city. There are also about 40 Artesian wells, which yield an abundance of water.

The terrible experiences of the city have prompted this extraordinary precaution against fire, and the splendid building law now in force further provides against the same, by forbidding the erection of frame buildings of any kind, inside the limits of the city. No wooden cornice or wooden roof of any description is permitted, and no wooden building now in existence, if damaged by fire to the extent of 50 per cent., can be repaired.

The public institutions of Chicago are in keeping with its industrial and commercial standing. Its public schools are surpassed by none in the country, whether in regard to the beauty of the buildings or the number of attendants. Special pride has been taken in this respect and it is gratifying to know that Chicago leads the West in its encouragement of popular education. The Public Library, the nucleus of which was contributed by English, and other authors of renown, in 1872 now counts over 60,000 volumes, and the Academy of Sciences, which had lost its previous collection by the fire in 1871, is now rapidly recuperating both its museum and library; colleges and academies of different denominations are numerous and flourishing, and the University of Chicago has a reputation second to none in the West. Asylums and hospitals, devoted to the sufferings of humanity are not only numerous, but carried on in a style of rare munificence.

So much worthy of description has crowded itself in upon us, that we have omitted to mention the grain trade of Chicago, perhaps the greatest industry of the city. Chicago is not only the headquarters of the grain trade of America, but it is also the greatest grain market in the



AS IT IS.

CHICAGO.

AS IT WAS.

world. It has 25 elevators, with an aggregate storage capacity of 20,000,000 bushels of grain. The speed and dexterity with which vessels and cars are loaded and unloaded is perfectly marvellous, and no tourist should fail to go and watch the operation for a short time. To see how business is done in Chicago, and to form some idea of the immensity of the transactions, the tourist should by all means pay a visit to the Chamber of Commerce, situated corner of Washington and La Salle streets. It is considered one of the noblest and most complete buildings of its class in the world. It was opened with very impressive ceremonies in the Fall of 1872, and Chicago is justly proud of this magnificent structure.

Chicago has many magnificent mercantile buildings, banking houses, stock exchange, &c., in which respect the re-built city far excels even its ambitious predecessor, and rivals all others.

With regard to Hotels no place in America can vie with Chicago; most of them being built since the fire and furnished with lavish cost and great completeness. There is the Palmer House a thoroughly fire-proof hotel, occupying the entire block in State street, between Wabash avenue and Munroe street. The Grand Pacific is not at all inferior to this, occupying a half block on Jackson, Clark, Adams, and La Salle streets. The New Sherman House in the central business part of the city, fronting on Clark and Randolph streets is practically fire-proof, and watched with such unceasing care, that no one in any part of the house need feel the least anxiety; practical experience has proved the "Sherman" to be satisfactory in every respect.

The Tremont House, styled the palace hotel of Chi-



cago, is located on the corner of Lake and Dearborn streets. This house has the world-wide reputation of being one of the finest structures of its kind on either continents, and is considered one of the features of the city, both in external architecture and internal arrangement; it possesses all the appurtenances of a literal palace, with spacious halls, and luxurious suites of apartments, and commends itself to travellers of either continent as a type of that world-wide celebrity, the luxurious modern American Hotel.

The Gardner House, is another of Chicago's favorite hotels, and for several years past has held the reputation of being one of the best managed hotels in the Western States, and we can truthfully assert that nothing of that reputation has been forfeited—rather added to, in late years, and if the enthusiastic reports of a thousand guests are to be credited the management is as princely in its liberality as it is moderate in its demands on the purses of those visiting the Queen City of the Lakes.

Chicago has many very large and fine Railway Depots, for the accommodation of the many and extensive roads finding their centres there.

Among the extensive manufactories may be mentioned The McCormack Reaper Manufactory, which is the largest of the kind in the world, situated on the corner of Blue Island and Western avenues. The extensive bridge-building works of the American Company, situated on Egan avenue.

The principal places of amusement are Haverly's Theatre, corner of Dearborn and Munroe streets. McVicker's, near the corner of Madison and State streets. Hooley's, adjoining Sherman House block on Randolph, near La Salle.

Chicago is not only the terminus of the five great through trunk lines, from the Atlantic sea-board cities, New York, Boston, Montreal, Philadelphia, and Baltimore, but it is also the head of the several grand divisions which form the overland route across the Great West to the Pacific, as well as to St. Louis *via* the ever popular Chicago, Alton & St. Louis Railway. Thence *via* the Wabash, St. Louis & Pacific Railway, or the Missouri Pacific from St. Louis to Kansas City, Mo. Thence next *via* either the Kansas Pacific Division of the Union Pacific or *via* the Atchison, Topeka and Santa Fe Railways to all points in Kansas, Colorado, Montana, Idaho and New Mexico, and the Great North-west to Milwaukee, St. Paul, Minneapolis, Winnipeg, and the British American Provinces.

If our reader will kindly follow us we shall take him along each of these lines, and he will be able to judge for himself of the respective advantages of each one of them, and we will try to give as impartial a description as we can.



[Route A.]

—Chicago,—

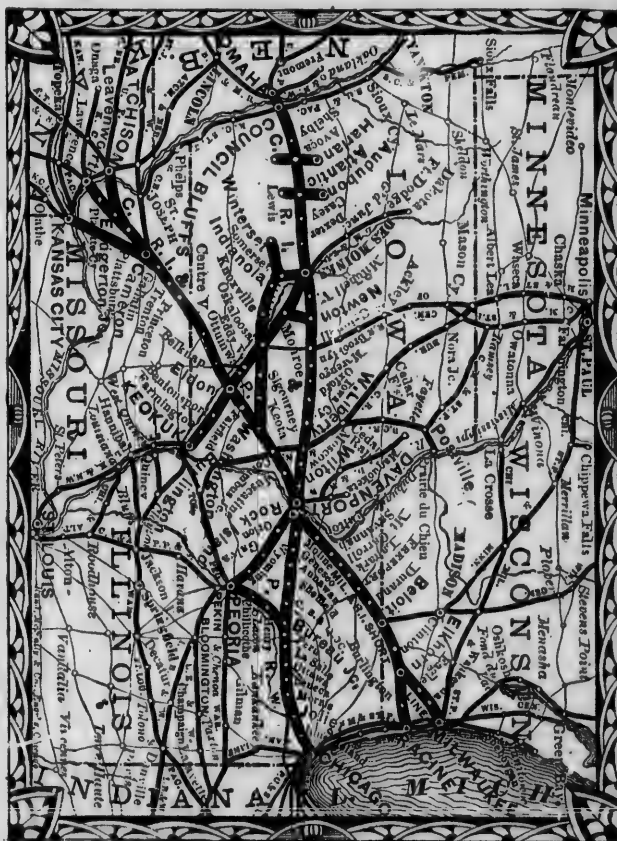
ROCK ISLAND

—AND—

PACIFIC R. R.

EXAMINE the accompanying map of this great through line, and you will notice that it passes through the principal cities and towns of Illinois,

MAP OF THE CHICAGO, ROCK ISLAND AND PACIFIC RAILROAD.



Iowa and Missouri. The following is a correct list of the officials and other active representatives of this line, 1st May, 1880.

HUGH RIDDLE.....	President.....	Chicago, Ill.
R. R. CABLE.....	Vice-President and Gen.-Man.....	Chicago, Ill.
DAVID DOWS.....	Vice-President.....	New York City.
F. H. TOWS.....	Secretary and Treasurer.....	New York City.
THOS. F. WITHROW.....	General Solicitor.....	Chicago, Ill.
A. KIMBALL.....	General Superintendent.....	Davenport, Iowa.
A. MANVEL.....	Ass't Gen'l Sup't and Pur. Agent.....	Chicago, Ill.
W. G. PURDY.....	Local Treasurer.....	Chicago, Ill.
C. F. JILSON.....	Auditor and Ass't Secretary.....	Chicago, Ill.
E. ST. JOHN.....	General Ticket and Pass. Agent.....	Chicago, Ill.
JOHN T. SANFORD.....	Freight Traffic Manager.....	Chicago, Ill.
W. M. SAGE.....	General Freight Agent.....	Chicago, Ill.
DAN ATWOOD.....	Division Freight Agent.....	Leavenworth, Kan.
H. F. ROYCE.....	Sup't Iowa Division.....	Des Moines, Iowa.
GEO. F. WALKER.....	Sup't S. W. Division.....	Trenton, Mo.
JOHN GIVIN.....	Sup't K. and D. M. Division.....	Keokuk, Iowa.
R. H. CHAMBERLAIN.....	Train Master Illinois Division.....	Chicago, Ill.
J. F. PHILLIPS.....	Paymaster.....	Chicago, Ill.
P. J. SANFORD.....	General Eastern Freight Agent.....	New York City.
J. P. FAY.....	New England Freight Agent.....	Boston, Mass.
A. R. SWIFT.....	Superintendent Telegraph.....	Chicago, Ill.
J. D. MARSTON.....	General Baggage Agent.....	Chicago, Ill.
N. M. WHEELER.....	Superintendent Dining Car Line.....	Chicago, Ill.
J. C. COOMBS.....	Depot Master.....	Chicago, Ill.

PASSENGER DEPARTMENT.

E. ST. JOHN.....	General Ticket and Pass. Agent.....	Chicago, Ill.
W. A. STRONG.....	Ass't Gen'l Passenger Agent.....	Chicago, Ill.
A. TEMPLE.....	Chief Clerk General Ticket Dep't.....	Chicago, Ill.
S. S. STEVENS.....	General Agent.....	Council Bluffs, Iowa.
E. F. RICHARDSON.....	General Eastern Passenger Agent.....	New York City.
A. B. FARNSWORTH.....	New York Passenger Agent.....	Syracuse, N.Y.
W. H. JENNEY.....	New England Passenger Agent.....	Boston, Mass.
S. A. BENT.....	Pass. Agent Middle Division.....	Philadelphia, Pa.
PERRY GRIFFIN.....	S. E. Passenger Agent.....	Columbus, Ohio.
J. FRANCIS LEE.....	Canadian Passenger Agent.....	Toronto, Ont.
J. E. UTT.....	General S. W. Agent.....	Kansas City, Mo.
J. M. EDGAR.....	Colorado Passenger Agent.....	Denver, Col.
R. MCC. SMITH.....	General Travelling Agent.....	Chicago, Ill.
CLINTON JONES.....	General Travelling Agent.....	San Francisco, Cal.
J. H. MOUNTAIN.....	City Passenger Agent.....	Chicago, Ill.
JOHN SEBASTIAN.....	City Passenger Agent.....	Kansas City, Mo.

The total number of miles in operation of the Chicago, Rock Island and Pacific Railway:—

CHICAGO	to DAVENPORT,	IOWA,	183
SOUTH ENGLEWOOD	to SOUTH CHICAGO,	ILLINOIS,	6
BUREAU	to PEORIA,	ILLINOIS,	47
DAVENPORT	to MISSOURI RIVER,	IOWA,	317
NEWTON	to MONROE,	IOWA,	17
DES MOINES	to INDIANOLA,	IOWA,	23
SOMERSET JUNCTION	to WINTERSET,	IOWA,	26
GUTHRIE JUNCTION	to GUTHRIE CENTER,	IOWA,	14
ATLANTIC	to GRISWOLD,	IOWA,	14
AUDUBON JUNCTION	to AUDUBON,	IOWA,	25
HARLAN JUNCTION	to HARLAN,	IOWA,	12
HARLAN JUNCTION	to LOSH'S MILLS,	IOWA,	14
DES MOINES	to KEOKUK,	IOWA,	162
MOUNT ZION	to KEOSAUQUA,	IOWA,	4
WILTON	to KANSAS CITY,	MISSOURI,	322
WASHINGTON	to KNOXVILLE,	IOWA,	78
CAMERON	to ATCHISON,	KANSAS,	63
EDGERTON JUNCTION	to LEAVENWORTH,	KANSAS,	22

TOTAL MILES - - - - - 1,352

The principal R. R. connections of this great through line are as follows:—

- At CHICAGO, with all diverging lines for the East and South.
- At ENGLEWOOD, with the L. S. and M. S., and P., Ft. W. and C. R. Rds.
- At WASHINGTON HEIGHTS, with P., C. and St. Louis R. R.
- At LA SALLE, with Ill. Central R. R.
- At PEORIA, with P. P. and J.; P. D. and E.; I. B. and W.; Ill. Mid.; and T. P. W. Rds.
- At ROCK ISLAND, with "Milwaukee and Rock Island Short Line," and Rock Island and Peo. R. Rds.
- At DAVENPORT, with the Davenport Division, C., M. and St. P. R. R.
- At WEST LIBERTY, with the B., C. R. and N. R. R.
- At GRINNELL, with Central Iowa R. R.
- At DES MOINES, with D. M. and F. D. R. R.
- At COUNCIL BLUFFS, with Union Pacific R. R.
- At OMAHA, with B. and Mo. R. R. R. (in Neb.)
- At COLUMBUS JUNCTION, with B., C. R. and N. R. R.
- At OTTUMWA, with Central Iowa R. R.; W., St. L. and Pac., and C. B. and Q. R. Rds.
- At KEOKUK, with Tol., Peo. and War.; Wab., St. Louis and Pac., and St. L., Keo. and N. W. R. Rds.
- At CAMERON, with H. St. J. R. R.
- At ATCHISON, with Atch., Topeka and Santa Fe; Atcn. and Neb. and Cen. Br. U. P. R. Rds.
- At LEAVENWORTH, with Kan. Pac. and Kan. Cent. R. R.
- At KANSAS CITY, with all lines for the West and Southwest.

We could not write up the great Overland Route to California without devoting a large share of our space to the Chicago, Rock Island and Pacific Railway, which is the "Great Steel Link," in the mighty chain which stretches across the continent, from the Atlantic to the Pacific. This great corporation owns a continuous line from Chicago to Kansas City, Leavenworth, Atchison and Council Bluffs, over which it runs through cars.

On this line is run the celebrated Pullman Palace Cars and the world-renowned Dining Cars, which are used solely for eating purposes, and on which the traveller is served a delicious repast at the low price of seventy-five cents, or can buy at reasonable figures whatever his appetite demands or the bill of fare suggests. The Chicago, Rock Island and Pacific Railroad Company is now enabled by the completion of its extensive railway system, to offer the travelling public many facilities and advantages to those journeying between the east or the west, never before presented on the American continent. Their various roadways, originally engineered and constructed with skill and care, have been improved by laying double tracks with steel rails, building of superb iron bridges, enabling the traveller to journey between Chicago and the Missouri River, or intermediate points, at his ease, and without change of cars or detentions of any kind.

The rolling stock owned by this Company has been perfected in every way possible, and is not excelled by that upon any railway in the world; and through trains are run at high rates of speed with entire safety, giving passengers luxurious accommodation, while travelling with

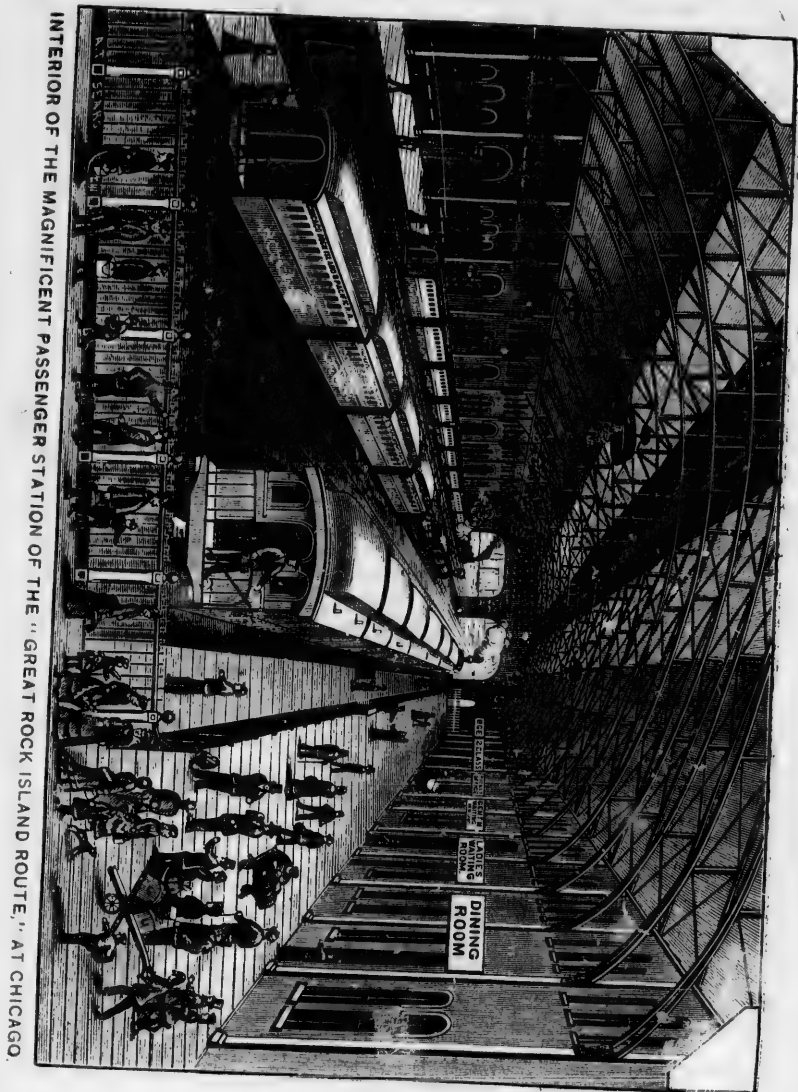
greatest economy of time. The traveller having selected this route takes his departure from the massive, handsome

C., R. I. AND P. R. DEPOT, AT THE HEAD OF LA SALLE STREET, ON VAN BUREN, CHICAGO, ILL.



and well-appointed passenger station at the head of La Salle street, on Van Buren street, the finest and most

convenient structure of its kind, with one exception, in America.



INTERIOR OF THE MAGNIFICENT PASSENGER STATION OF THE "GREAT ROCK ISLAND ROUTE," AT CHICAGO.

Sweeping through the city, the speed gradually increases until the open prairie is gained, and seven miles out, Englewood, one of Chicago's finest suburbs is reached, where connection is made with the Lake Shore and Michigan Southern Railroad for Toledo, Cleveland, Buffalo and New York and intermediate points, as well as the Pittsburg, Fort Wayne and Chicago Railway for Fort Wayne, Pittsburg, Baltimore, Washington, and all south-eastern places. Thirty miles further west brings us to Joliet, a thriving city of 15,000 inhabitants, situated on the Des Plaines river. Here the State Penitentiary is located. Leaving Joliet, we travel through the far-famed prairie lands of Illinois for sixty-six miles to La Salle, 99 miles from Chicago. This is a flourishing town with 6,500 people, is a great coal centre, and is situated upon the Illinois river. Here connections are made with the Illinois Central Railroad for Mendota, Freeport, Galena and Dubuque to the north, and south to Bloomington, Decatur, Springfield and Cairo. Six miles east of La Salle lies Starved Rock, a perpendicular mass of lime and sand stone, rising from the margin of the Illinois river to a height of more than 100 feet. An Indian legend attaches to this spot, of a starving and beleaguered tribe, who to obtain water, lowered vessels by means of bark ropes, which their besiegers managed, at the foot of the cliffs in their canoes, to cut off. The dusky-faced warriors decided to die upon their barren fortress rather than surrender, hence the name. After passing Moline, we reach Rock Island, 82 miles from La Salle and 181 from Chicago; population, 12,000. This is a picturesque and historical spot and is probably better known to the general public than any place in the west outside of Chicago. It

on, in



is built upon a long irregular street upon the banks of the Mississippi, and is celebrated in our military history. The city was settled in 1828, first being known as Fort Stevenson. Here was Black Hawk's village and here was enacted the first act in the Black Hawk war. The scenery

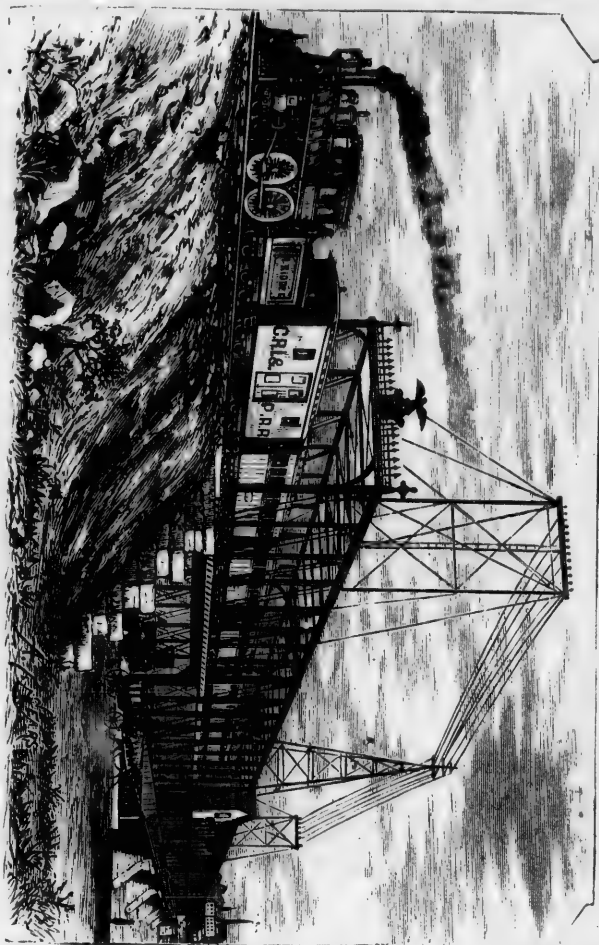


Starved Rock, between Ottawa and La Salle, Ill. Chicago, Rock Island & Pacific R. R.

about Rock Island is highly picturesque, and a favorite spot with tourists is an eminence known as "Black Hawk's Watch Tower," from which views are obtained for many miles around, revealing a delightful commingling of silver

streams, fruitful fields and pleasant homes embowered in trees, with the broad "Father of waters" flowing below, bearing on its bosom the commerce of states. At

BRIDGE OF THE C., R. I. AND P. R., OVER THE MISSISSIPPI RIVER, AT ROCK ISLAND, ILL.



this point the Mississippi is crossed by a magnificent bridge, uniting the city with Davenport, in Iowa. From

Starved Rock, between Ottawa and La Salle, Ill. Chicago, Rock Island & Pacific R. R.

the bridge fine views are obtained of the island of Rock Island, on which is situated the United States arsenal and armory. The total length of the bridge is 1,550 feet, 6 inches, divided into five spans, with one draw 368 feet in length.

There is also a shore span at each end to carry trains over the approaches to the bridge and waggon road. The draw is double, swinging on a centre pier, and gives, when open, clear water ways of 162 feet each side of pier. The superstructure of the main bridge is a double system of Whipple truss, with vertical main posts and has two decks. The waggon road is on the lower and the railroad upon the upper deck.

The clear height between the waggon road and the upper deck is $12\frac{1}{2}$ feet; the clear height between the rails of the railroad and the top bracing is 37 feet 2 inches. Just above the City of Rock Island and connected with it by street cars, is the flourishing manufacturing city of Moline, which, population considered, turns out a larger value of manufactured goods, than any town in Illinois; situated at the foot of the Upper Rapids of the Mississippi, it has a water power only excelled by the power at Niagara Falls; nestling between gently rising hills and the river, it is a beautiful place and well worth a tarry of a day or two to visit its agricultural implement factories, its waggon works, scale shops and organ manufactory, not to mention a score or more of other establishments which produce steam engines, boilers and other articles of utility and ornament. Over 3,000 hands are employed, who turn out products of the aggregate value of five millions dollars each year. Leaving Moline, we visit the renowned jewel of the great

river, Rock Island, and proceed to inspect the government grounds and buildings. The United States Government could have chosen no more charming spot for the location of the great Arsenal. Tourists ought to drive over the island, through the shaded avenues, across which sportive squirrels run, and climbing, the great trees, look at the intruders with wondering eyes; past the officers' residences, and alighting at the Arsenal buildings, inspect the implements of war, and there and in other buildings behold the ingenuity displayed in utilizing the water power. Here multitudes of tourists will be filled with enthusiasm as they gaze upon the endless chains, great shafts and wheels, which lend ample power to all the shops to move the machinery that a great nation employs.

No intelligent man or woman can afford not to visit this island—after having done so, they will say with us, this has been one of the great opportunities of a lifetime. Before we take the traveller to Davenport, let us go back on the main line of this great continental highway, to Bureau Junction, and traveling 46 miles over a branch road, visit Peoria, a beautiful city of 35,000 inhabitants, 161 miles from Chicago, and particularly famous for its monster distilleries. This city has very extensive railroad connections, among which are the Chicago, Rock Island and Pacific; the Chicago, Burlington and Quincy; Chicago, Pekin and South-western; Indianapolis, Bloomington and Western; Pekin, Lincoln & Decatur; Peoria and Springfield; Illinois and Midland; Toledo, Peoria and Warsaw, and the Peoria, Pekin and Jacksonville. At Peoria, the Chicago, Rock Island and Pacific, makes direct connections with all lines running East, West, and South.

Peoria has extensive mercantile and manufacturing interests and many beautiful public and private buildings; her new City Hall being especially notable, as one of the handsomest in the entire Western country. Over 12,000,000 gallons of spirits are produced annually, paying the government a revenue of \$7,000,000, or over \$22,000 per day. She has twelve miles of street rail-



CITY HALL, PEORIA, ON THE C., R. I. & P. R. R.

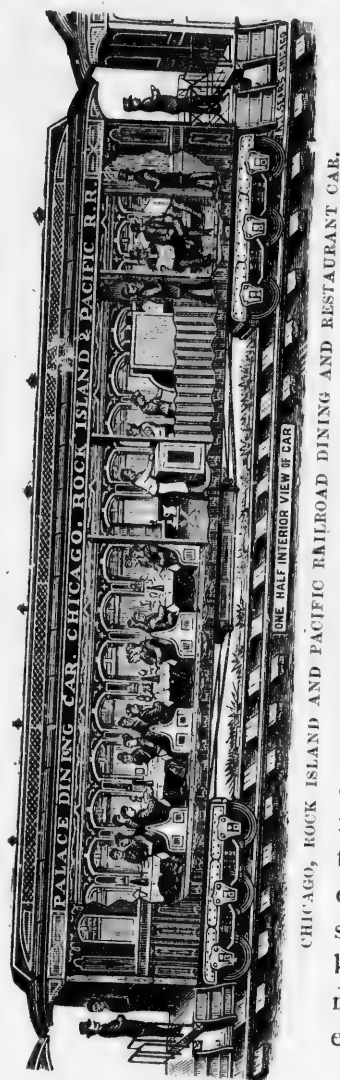
roads, fifty miles of gas and water mains, and is rapidly growing in size, wealth and commercial importance. Her manufactures already large, are steadily increasing, rendering it likely that she will retain her place as the second city in business importance in Illinois.

Again taking the cars, we find ourselves in a few hours at Davenport, having *en route* enjoyed a magni-

ficent dinner upon the dining-car run over this great line. This flourishing city, is the capital of Scott County, and is the metropolis of Iowa. It has a population of over 30,000, and is built at the foot, along the slope and upon the top of a gently rising bluff, which extends up and down the river five miles, and is three-fourths of a mile wide. The summits of these bluffs are covered by many elegant private residences, commanding a picturesque view of the city and island of Rock Island, the railroad bridge, the city beneath our feet, and the wide flowing river with its steam craft of various kinds. The city has extensive mercantile, agricultural, and manufacturing interests, and is the great grain depot of the Upper Mississippi River. It is noted for its many fine church edifices and large substantial school buildings, while it boasts the finest Opera House, in the West, outside of Chicago.

Griswold College, College of the Sisters of the Immaculate Conception, and Mercy Hospital, are located here, and it is one of the boasts of the citizens that Davenport is, in point of intelligence, one of the first cities of her size in the land. The place was settled in 1835, by Antoine Le Claire, a half-breed interpreter of the Sac and Fox indians, whose chief village was here. It was named in honor of Col. Geo. Davenport. Its streets are admirably laid out, its houses elegant, and its public buildings a credit to local pride. The whole scenery about this place is bold, striking, and romantic. The inhabitants are intelligent, refined, and withal possessed of that sterling character and sound reason, which ensures prosperity and wide influence to a community.

Once more resuming our journey, we are soon at Iowa



City, 237 miles from Chicago. This city has a population of 6,500, is beautifully situated on the bluffs of the Iowa River, and was formerly the capital of the State. The town is embowered in groves of trees and surrounded by fertile farms. The streets for the most part are long and wide. At the intersection of Capitol street and Iowa avenue, on a commanding eminence, stands the Iowa State University.

Continuing our journey for 121 miles, we reach Des Moines, the capital of Iowa, 358 miles from Chicago. The population is 25,000. The city is situated at the junction of the Des Moines and Racoon rivers, and is distinguished for the number and the superior architecture of its public buildings, especially its Capitol, which is surpassed by no edifice of its kind in the country. This magnificent structure was erected at a cost of \$3,000,000.

Des Moines contains many elegant churches which are models of architectural design; the streets are well laid out and embowered in foli-

age. Extensive coal mines are worked here and wood is abundant. From its excellent location this is destined to be one of the most important cities in the West



CAPITOL BUILDING OF IOWA, AT DES MOINES,
ON CHICAGO, ROCK ISLAND & PACIFIC R. R.

Leaving the capital of Iowa, we pass through a beautiful level country until we arrive at Atlantic, 82 miles from Des Moines, and 439 from Chicago. Its population is 1,800; is the county seat of Cass County, and besides the main line of the Rock Island Road, is the terminus of a branch to Audubon, passing through Exira, the shire town of the country.

The Chicago, Rock Island and Pacific Railroad has another branch running from Avoca to Harlan, which, as is the case with the Audubon branch, is newly con-



VIEW NEAR ATLANTIC, IOWA, ON THE C., R. I. AND P. R.

structed, but already does a large business and leads to promising towns.

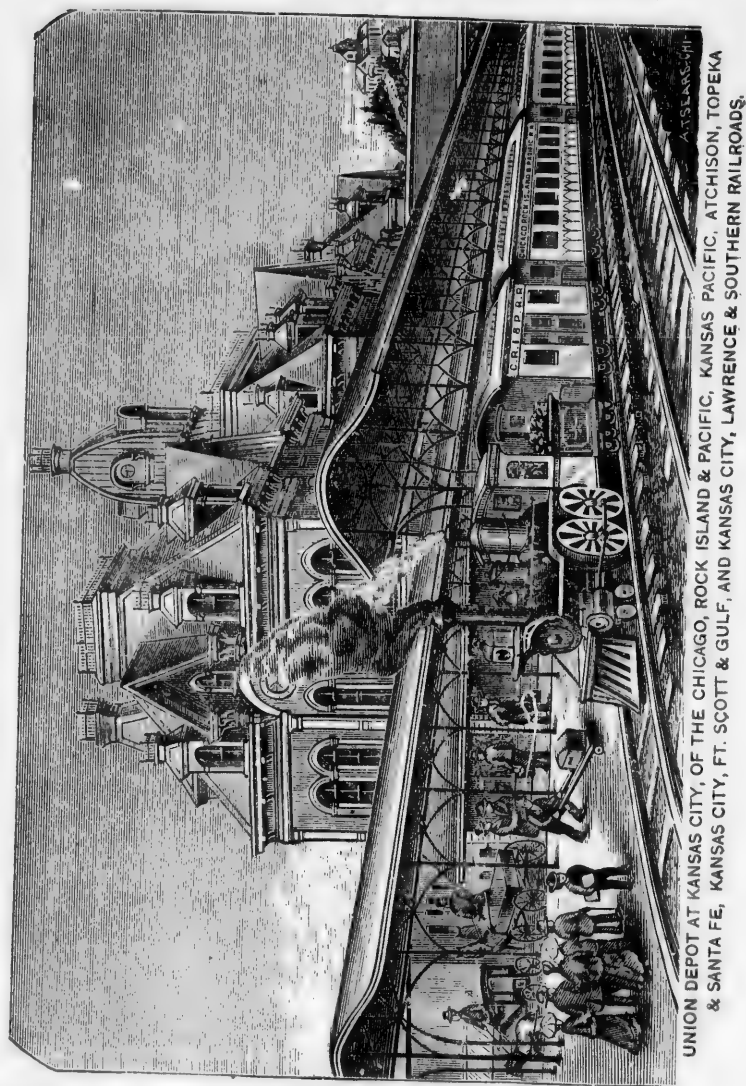
From Des Moines runs the Indianola branch, intersected at Somerset by yet another division running west to Winterset. The Keokuk division also has its western

terminus at the Capital city, its eastern terminus being Keokuk, on the Mississippi, not far north of the Missouri State line. At Oskaloosa this division is intersected by the Washington and Knoxville extension, and, again, at Elden by the south-western main line. Those who will take the trouble to examine a map of Iowa will perceive that the Rock Island Road has a decided advantage in its main line and branches, passing through the richest, most populous and progressive portion of the commonwealth. In fact, no one can be said to be acquainted with the State, who is not familiar with the portions traversed by this great iron highway.

The south-western division of this road leaves the main line at Wilton Junction, from which point it traverses a fertile and highly cultivated region, crossing into Missouri at Lineville, 388 miles from Chicago; and at Cameron, 476 miles from Chicago, we leave the lines running to Leavenworth and Atchison, and after a further ride of 54 miles, are landed in the great Union Depot at Kansas City, 530 miles from Chicago.

Kansas City has a population of about 50,000, and is the terminus of eleven different railroads. At the Union Depot, passengers by the Rock Island Route, are transferred to the Kansas branch Union Pacific Railroad; the Atchison, Topeka and Santa Fe; Kansas City, Fort Scott and Gulf, and Kansas City, Lawrence and Southern Railroads, which lines reach all points in Kansas, Colorado, or New Mexico.

Kansas City, is the most important commercial point in Missouri, excepting St. Louis, and being situated on the Kansas State line, with railroads radiating in all directions, is, in fact, the great distributing point for pro-



ducts and cattle raised in Kansas and upon the great plains. Despite its interminable hills and, hollows it has

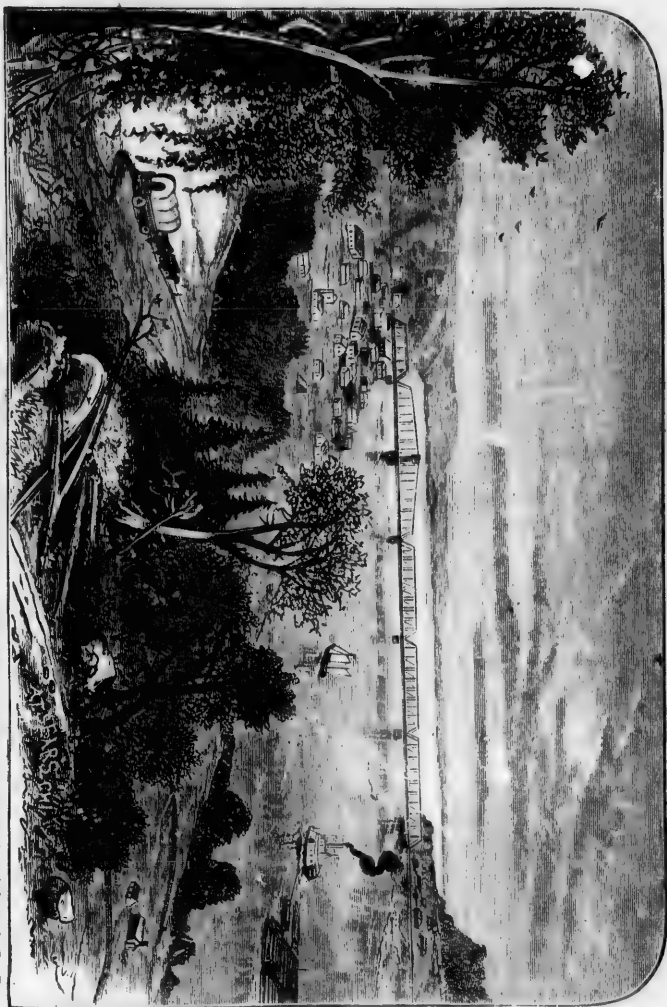
many natural advantages in geographical position, being surrounded by an exceedingly fertile country, which is being rapidly settled and developed. Its growth has been marvellous, and it promises at no very distant day to be the largest city west of Chicago, this side of the mountains. It was laid out in 1830, but was merely known as an insignificant river landing until 1856, when it suddenly began to assume prominence. In 1860 it had a population of 4,418, and in 1870 had increased to 32,296. At the breaking out of the war and for the four years following, the growth was interrupted, its avenues of trade blocked, and its commerce almost crushed out of existence. With peace came prosperity, however, and its advance since 1865 has been a marvel to all. The first railroad bridge across the Missouri River was built here at a cost of \$1,000,000. This bridge has seven stone piers, four of them resting on the rocky bed of the river, and is 1,387 feet long; it is a beautiful structure and a credit to the enterprise of those who built it. The educational facilities of Kansas City are excellent, every ward having a substantial brick public school-house; it has also several theatres, an opera house, and many hotels, churches, business blocks, and suburban residences which will compare favorably with those of any city in the Union.

Almost every tourist makes it a point to stop for a few days, there being enough to be seen to instruct and please the traveller.

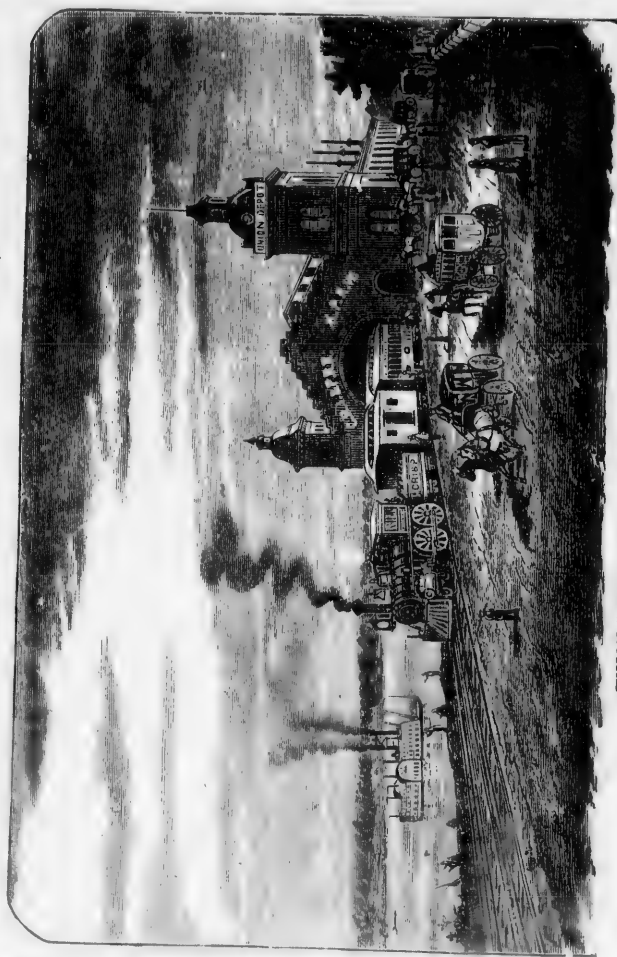
Returning on the Cameron branch we soon reach the junction of the Atchison and Leavenworth branches, and after a very short run are landed in Atchison, Kansas, 539 miles from Chicago. This city is picturesquely situated on the west bank of the Missouri and has a popula-

tion of 16,000 souls. It was first settled by a company of South Carolinians, who, under the leadership of Stringfellow, made it their headquarters in the troublous Kansas times. Subsequently, Pomeroy, the agent of the New England Aid Society, obtained possession by strategy, buying up its newspaper and throwing a force of free state men into the town during the night. The troubles were finally settled by Pomeroy and Stringfellow uniting their resources, and buying up the place on speculation. The foundation of the city is solid, the growth healthy and the railways bring to this centre the trade and commerce of a great district of country. The opportunities for the profitable investment of capital are almost unprecedented, and offer to the investor an inviting field. The altitude above the level of the sea is 1,000 feet, and a marked characteristic of the place is its healthfulness. The city is situated on the extreme point of the great western bend of the Missouri River, which is crossed here by one of the finest wrought iron bridges on the American continent. This magnificent structure rests upon stone piers; its length is 1,182 feet, while the approaches aggregate 2,000 feet, and is $19\frac{1}{2}$ feet wide, having 5 feet sidewalks. The bridge consists of draw span on the western side, swinging on a circular pier, sunk to the bed rock, and three fixed spans. The draw is 382 feet long, giving 160 feet clear water-way on either side. The bridge is floored for highway as well as railway purposes. At Atchison, the Chicago, Rock Island and Pacific Railway connects with roads leading to almost every county in Kansas, Nebraska, Western Missouri, Colorado, New Mexico, the far-famed Indian Territory, the Pacific seaboard and the Gulf of Mexico.

BRIDGE OVER THE MISSOURI RIVER AT ATCHISON, KAN. CHICAGO, ROCK ISLAND & PACIFIC R. R.



At the junction, where we diverged for Atchison, we again take cars for Leavenworth, which we reach by 21 miles travel, being landed in the Union Depot, a cut of which we here give.



UNION DEPOT AT LEAVENWORTH, KANSAS.

Leavenworth is 531 miles from Chicago, and has a population of 18,000. This is the largest and most flourishing city in Kansas, and is beautifully laid out and situated on the west bank of the Missouri. It occupies a highly advantageous geographical position and is

surrounded by one of the richest agricultural regions in the valley of the Missouri. The old river which the traveller has so often crossed on his westward journey, flows here with a swift, deep current, and is bordered on the Kansas side by a natural levee of rock, affording excellent landing for the steamers running upon this mighty stream.

The streets run at right angles, extending north, south, east and west, the principal ones being macadamized and all are lighted with gas. In 1853, there was not a roof or shanty, nor a single human being, where Leavenworth now stands. Thick hazel brush covered its site, and the wolves roamed unmolested. How different in May, 1880; a prosperous city wherein all seem filled with animation and self-reliance, health, wealth, and joy prevailing on every hand.

The city has many elegant schools and academies, over thirty churches, several public halls, a military prison and five hotels. Large founderies, saw mills, machine shops, and factories are everywhere to be seen; and elegant stores, rivalling some of the best in the East, are daily crowded with eager purchasers.

The educational facilities are admirable, and the local press enterprising, being represented by gentlemen of unusual intelligence and ability. Leavenworth's private residences are handsome, many of them perfectly elegant, and the Court House is a magnificent building and a credit to the city.

We now conduct the tourist to the bridge, which spans the Missouri at this point, another wonderful piece of mechanical skill, over which the finely equipped trains of the Chicago, Rock Island and Pacific Railroad passes,

presenting from the shore one of the finest sights imaginable.



THE BRIDGE OF THE C., R. I. AND P. R. AT LEAVENWORTH, KANSAS.

No other railroad on the American Continent, crosses and re-crosses so many fine bridges, presenting so many interesting sights. We would here state that it is well

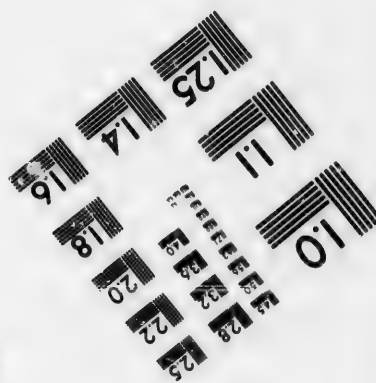
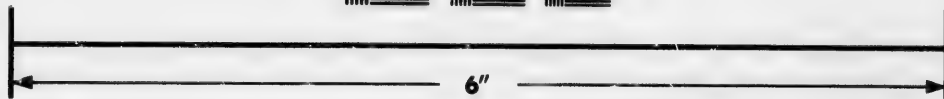
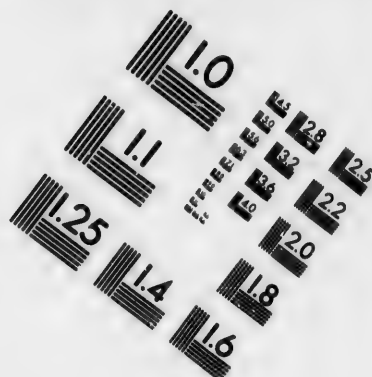
worth the tourist's while, to walk or drive out of the city, $2\frac{1}{2}$ miles, to the Fort and Government Farm, the latter being one of the largest and most productive in the country.

Fort Leavenworth is situated on a bluff, 150 feet high, and was established in 1827, and was, until the building of the Pacific Railway, the grand depot of supplies for all western ports. The Government reservation extends for six miles along the river and one mile back; the buildings upon it are numerous, consisting of barracks for the troops, a large hospital, storehouses, officers' quarters, stables, barns, etc., etc. The parade ground is remarkably handsome; connected with the Fort is stabling for 10,000 horses and 20,000 mules. Before leaving this most charming place and its surroundings, we may say to the tourist, that the Chicago, Rock Island and Pacific Railroad, has unparalleled advantages for reaching this and the other interesting places on the Missouri; and offers inducements in the way of quick time, comfortable cars, both day and night, good meals upon dining cars, allowing the traveller all the time he wishes to enjoy his food and beds in palace cars at night, that are most easy, and as clean as those of the tidest housewife.

Leaving Leavenworth, we now return to Avoca, where we mentioned that the Harlan Branch left the main line; and after a ride of 41 miles are landed in the Union Depot at

Council Bluffs, 500 miles from Chicago, where connections are made with the Union Pacific Railway, for all points, on that line, the Central Pacific Railway, and





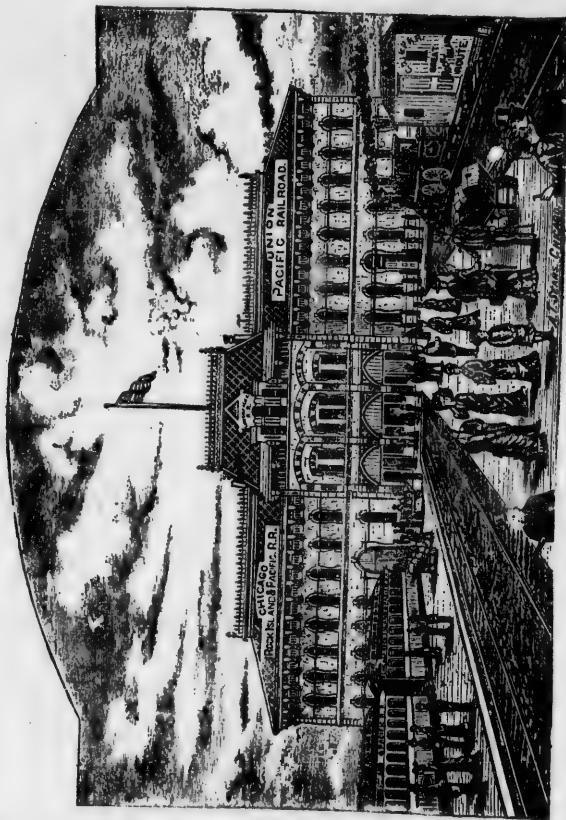
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every place in the Great States and Territories north and west of Colorado.

Council Bluffs was originally settled in 1849, by the Mormons, exiled from Nauvoo, in Illinois ; its import-

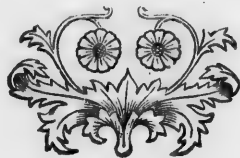


DEPOT AT COUNCIL BLUFFS, IOWA.

ance as a city, dates only from the advent of the railroad, nearly twenty years after the Mormons made their settlement. The city is surrounded by hills, and nestles in a basin-like hollow, about a mile from the Turbid river. The scenery around Council Bluffs, is parti-

cularly interesting to artists who delight "in high bluffs, fierce rapids, mountain streams, marshy valleys, and all those varieties, which go to make up a landscape."

The town itself has a population of some ten thousand, and is a fairly active business place and hopeful of a brilliant future. It is well worth a sejour of a day to any traveller, for all around it are charming scenes, which will delight the eye of lovers of the beautiful.



CHICAGO
—AND—
NORTH-WESTERN + RAILWAY

[Route B.]

CHICAGO TO OMAHA, via CHICAGO AND
NORTH-WESTERN RAILWAY.

ONE of the favorite routes to Omaha, Salt Lake City, San Francisco, Big Tree and Yosemite Valley, and all points in Colorado, and New Mexico, is via the Chicago and North Western Railway, which is the oldest and one of the most progressive and best constructed roads in the West, and by its continual growth from year to year it has extended its various trunk lines and branches to such proportions that it is now, what it claims to be, one of the leading roads in the West, North and North-West. It bears an appropriate name, and one significant of the territory it traverses. Beginning at Chicago, the "Queen City of the West," it spreads its lines through the North, North-west and West, passing through the important cities and places of its territory, so that the passenger going to any point in the west and northwest, can buy his ticket by the Chicago and North-Western Railway, and be sure of reaching his destination either on its line or immediate connections. It makes a specialty of its Pullman Hotel and Sleeping Cars. The Pullman Sleepers are of the most improved style and

make. Its management also keeps pace with the times and offers the latest improvements for comfort, safety, durability and economy, and asks the travelling public to accept the best facilities and advantages offered them on the American continent. Accepting this tempting offer, we leave Chicago by this line. Going west we pass through a charming new country, in which are situated a series of flourishing towns and manufacturing centres. Thirty miles out we arrive at Junction, where the following connections are made: North to Milwaukee, Fort Howard, Green Bay and Marquette; North-westward to Madison; Westward to Dunleith and Dubuque. Continuing our journey from Junction westward, we pass through a number of stations, the most important of which are Geneva and Courtland, 67 miles bringing us to Dixon, which is 97 miles from Chicago. Here connections are made northward to Freeport; southward to Bloomington, Springfield, Alton and St. Louis. Twenty-six miles further is Morrison, where connections are made for Rock Island. Fulton is the next place of note, 135 miles from Chicago. At this point the train crosses the Mississippi on a magnificent iron-bridge 4,100 feet long, with a drawbridge of 300 feet. The population of Fulton is 3,300. At the Iowa end of the bridge is the growing city of Clinton,—population 10,000; it is the county seat of Clinton County, Iowa, and has extensive railroad connections, viz., The Chicago and North-Western, Chicago, Clinton, Dubuque and Minnesota, both occupying the same depot. The Chicago, Burlington and Quincy, occupying separate depots. The lumber business is the principal industry of Clinton. For the next eighty miles the route passes over rolling prairie, dotted with home-

steads and rich fields of grain, to Cedar Rapids, 219 miles from Chicago, a city of 11,500 inhabitants, situated on the Cedar River and at the intersection of several railroad lines. These are the Chicago and North-Western, Burlington, Cedar Rapids and Northern, which occupy the same depot, and the Chicago, Milwaukee and St. Paul, (Racine and South Western Division), which occupies a separate depot. The principal business interests of this place are mercantile, agricultural and manufacturing. From this point, for about 70 miles, the road runs through a fertile, but still comparatively virgin country, to Marshall Town, which is the county seat of Marshall County, Iowa; population 6,500. Connections northward to Mason city, Austin and St. Paul; southward to Ottumwa, Keokuk, &c. Seventy-four miles further bring us to Grand Junction, where connections are made north, to Fort Dodge, and south to Des Moines capital of the State of Iowa. From here we pass by many unimportant stations through the Des Moines River Valley, which is especially picturesque. This portion of the trip is very interesting, both to the tourist in quest of health and recreation, and to the emigrant or seeker after investment in a Western home. Sixty-one miles from Grand Junction bring us to Denison, 423 miles from Chicago, population 1,500. At this point the train enters a still rich country and finally debouches into the Missouri Valley, striking that river, and pulling up at Missouri Valley Junction, 44 miles from Denison, where close connections are made north to Sioux City; westward, by California Junction across the Missouri River, to Fremont and the Union Pacific road. Proceeding 23 miles from Missouri Valley Junction, we arrive at Council

Bluffs 490 miles from Chicago. Here connections are made north to Sioux City, &c.; south to Nebraska City (by branch), to Lincoln, capital of Nebraska, St. Joseph on the Missouri River. The Chicago and North-Western have their own splendid passenger station here, besides making connections in the Union Depot with the Union Pacific Railroad for all points West, across the magnificent railway suspension bridge to Omaha, 492 miles from Chicago. For description of Omaha see route.

[*Route C.*]

FROM CHICAGO TO THE NORTH AND
NORTH-WEST.

BESIDES its great western line to Omaha, already described, the Chicago and North-Western Railway has a direct and most advantageous route to all parts of the North-West. It connects with lines in all directions, and is without question one of the most important and best equipped roads in the country. The Chicago and North-Western Railway Company own two lines that run from Chicago northward, and one of these lines, sixty-two miles from Chicago, at Harvard Junction, divides, and thereafter two lines are formed and diverge into entirely different sections of the North and Northwest. After the north-west line has reached Elroy, 150 miles from Harvard Junction, another line goes off to St. Paul. This is called the Chicago, St. Paul and Minneapolis line. The second of the lines referred to above runs along the west shore of Lake Michigan, through a beautiful section of country, passing by many flourishing towns and villages, well worthy of notice to the tourist, but our

want of space forbids a more detailed description of them. Continuing our journey to Milwaukee we will go over these lines separately. The run from Chicago to Milwaukee, is by the Milwaukee division of the Chicago and North-western Railroad, a distance of 85 miles. The chief towns through which we pass are, Kenosha 51 miles from Chicago, situated on Lake Michigan at the mouth of Kenosha River, and the county seat of Kenosha County, Wis., has extensive mercantile and manufacturing interests. Racine, 62 miles from Chicago, population 15,300, situated on Lake Michigan, at mouth of Rip River, is noted for having one of the best harbors on the lake, and is the county seat of Racine County, Wis. Milwaukee is another of those wonderful western cities that have sprung into marvellous prosperity within the short cycle of one generation. It was settled in 1835; its population is fully 130,000, one half of which is German, and the impress of their peculiar habits of life is stamped upon the place. Milwaukee is a great lumber and flour emporium, and its beer is famous. Among its prominent public buildings are the Custom House, Court House, and National Asylum for disabled soldiers. The streets are broad and generally shaded. The chief hotels, are the New Plankinton House, the Newhall House, and the Kirby House. The Plankinton House is not surpassed by any house in the State. From Milwaukee to St. Paul the journey is made by the Lacrosse and St. Paul Division of the Milwaukee and St. Paul Railway, which covers a distance of 341 miles in 17 hours.

THE CHICAGO, ST. PAUL AND MINNEAPOLIS LINE.

This is a direct route to the valley of Red River of the

north, and acquires exceptional importance from that fact. The train leaves Chicago, and after passing Harvard Junction, strikes out in a north-westerly direction through north-west Illinois and south-west Wisconsin, till it reaches St. Paul, 409 miles from Chicago.

The trains of the Chicago, St. Paul & Minneapolis line runs the celebrated Pullman Palace Drawing-room Sleeping Cars through, between Chicago, St. Paul and Minneapolis, twice daily without change, and no break is made in the journey. This line presents to the tourist some of the most striking scenery to be found in the Great North-west. Prairie, lake, and valley scenery follow in rapid succession, so that none become weary of the monotony of the journey.

St. Paul is situated at the head of navigation on the Mississippi, and its location is admirable. It is an historic spot, having been visited in 1680, by Father Hennepin, a celebrated Franciscan missionary and traveller. It was he who discovered and named the Falls of St. Anthony. Eighty-six years after, Jonathan Carver came there and made a treaty with the Nadowessie Indians, in what is now known as Carver's Cave. In 1840, Vital Guerin built a log house, where Ingersoll's Hall stands at present, and in the same year Father Gauthier, a Roman Catholic missionary, arrived and built a log church, which he called St. Paul's, and from that was named the Capital of the State.

Referring to the State Capital Building, it is situated on high ground and occupies an entire square and is built of brick. It contains the State Offices, Legislative Chambers, State Law Library, and the Collection of the State Historical Society. There are several large public

schools in the city; the State Reform School is in the suburbs. St. Paul Bridge, 1,730 feet long is worth seeing. It is of wood, resting upon stone piers, and is an inclined plane ascending from the high bluff at the foot of Wabashaw street to the bottom lands of west St. Paul; the largest river steamers can pass under it. The present population of St. Paul is 45,000. The environs are very picturesque, including a number of lakes and the Minnehaha Falls, immortalized in Longfellow's *Hiawatha*.

THE FAMOUS SUMMER RESORTS FO THE NORTH-WEST.

THERE are so many views of transcendent beauty in this region, it would be impossible to give them without swelling this volume to unwieldy proportions; we must fain content ourselves with the few we have collected, as occasion offered. We have not taken pains to arrange them methodically in the order in which they occur in a trip, but promiscuously, like the collections in artists' studios, which are best arranged when not arranged at all. And here, we may say, there is not one fancy sketch in our whole gallery, every scene is from nature, and located exactly where stated.

In the Eastern States, the Summer resorts are numerous and attractive, and their fame is national; but the cost of reaching them and the high rates of living there deter many from making the trip, and calculations for a summer vacation are often made on the basis of Newport, Long Branch or Saratoga prices, and the idea of a summer trip in any other direction is abandoned on account of its cost. Now, it is needless to remark

that almost any man who should hear of a plan which would obviate these objections and enable him to send his family to an agreeable Summer Resort, would hasten to take advantage of it.

It is really remarkable how little is known of the beautiful scenery and charming society at the watering-places of the Great North-west. In this section, every variety of climate, air, water, scenery and society can be found every summer; and with the single exception of surf bathing in salt water, there are no natural advantages the Eastern resorts can boast of, that cannot be found in an equal degree of perfection in the North-west. What points of picturesque beauty can the popular resorts in Massachusetts, New York or Pennsylvania show superior to those of Wisconsin and Minnesota? In what respect can the medicinal waters of Saratoga claim superiority over those of Waukesha, Waukegan, Sparta, Palmyra, and other places? Who that has hunted in the woods and on the prairies of Wisconsin and Minnesota, whipped the trout streams of Michigan, and trolled for black bass on the Wisconsin lakes, would expect to find anything more attractive East?

WISCONSIN,

The "Badger State," is yearly becoming more widely and more favorably known to the summer tourist, and to the seeker after rural pleasures. While comparatively a new State, it is yet old in many respects. As long ago as the middle of the seventeenth century, it was visited by French missionaries and traders, who took home with them glowing accounts of the fertility of its soil; of the splendor of its scenery; of the freshness of its odorous

pine-clad hills; of its flashing, dazzling, rapid running streams, full of many kinds of fish; of its clear, deep, cold, pure and beautiful lakes, of which the State has many hundreds; and of its delightful, balmy and invigorating summer climate. The stories of these advantages were not lost on the beauty-loving French, and soon colonies were formed for the settlement of this beautiful "Neekoospara," as they had learned to call from the Indians, the country we now name Wisconsin.

OBJECTS OF INTEREST TO TOURISTS.

Scattered, if we may so speak, all over the State, can be found objects of interest to the lover of the picturesque and not a few of interest to the antiquary. Scattered over her undulating plains are found earthworks, modelled after the forms of men and animals, that are evidently the work of a race different from that which possessed the country at the period of the arrival of the French. At Aztalan, in Jefferson county, is an ancient fortification, seventeen hundred feet long and nine hundred feet wide, with walls five to six feet high and more than twenty feet thick; this, with another near the Blue Mounds, near Madison, resembles a man in a recumbent position. Another, near Madison, in Dane county, resembles a turtle; one at the south end of "The Devil's Lake," in Sauk county, closely resembles an eagle; and one near Cassville, in Grant county, on the Mississippi river, resembles the extinct mastodon. The Blue Mounds, in Dane county, rise to two thousand feet above the surrounding country, and are prominent landmarks in that prairie country. This State shares with Minnesota the beautiful Lake Pepin, an expansion of the Mississippi

river, mostly walled in by precipitous shores which rise in places to five hundred feet. Connected with almost every cliff or promontory along the shores of this beautiful lake, are legends of the Indians who formerly had homes there. Along the rivers of this State are found many beautiful falls, rivalling those of the older States. In the St. Louis river are "The Dalles," which have a descent of three hundred and twenty feet. The Dalles of the St. Croix are also well known. Quinnessee Falls, in Menomonee river, have a perpendicular pitch of over fifty feet, and a general descent of one hundred and fifty feet in a mile and a half, besides many other rapids, where the river tosses and dashes through narrow and tortuous defiles. The Chippewa Falls and Big Sull Falls might also be noted. Along the Wisconsin river are many grand and picturesque views.

ELKHART LAKE.

This charming lake is located 62 miles north of Milwaukee, covering an area of about 600 acres, very irregular in outline, with jutting bluffs, beneath whose shades the crystal water slumbers, so pure and clear that the white sand at the bottom can be plainly seen at a depth of 20 to 25 feet. This lake is entirely spring-fed, having no inlet; it affords good boating and fine fishing, and there is good duck shooting on the "Big Marsh" of the Sheboygan River, within a mile and a half of Elkhart. The high location of Elkhart, some 300 feet above the level of Lake Michigan, renders it very healthy, and, being only 15 miles from the shores of Lake Michigan, a cooling breeze generally prevails. The hotel accommodations are first-class.

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GREEN BAY

Also lays claim upon the tourist, the Fox river and bay offering fine yachting, and Bass Channel good fishing.

PENOCKEE.

At this point, 324 miles from Milwaukee, is some of the wildest scenery in Wisconsin. Bad river and Tyler Fork come rushing through their beds of solid rock, in a constant wild struggle for supremacy over the barriers confronting them at every point, forming many cascades and pretty falls. The falls are a mile apart, about the same distance from the point where the two streams unite, thence being known as Bad river, flowing north. Its onward career is one of unceasing difficulties, particularly at the narrow gorge through which the wild waters force their way with resistless force and great velocity. All the points named are reached in a short walk from the railroad, and through passengers for Ashland and other Lake Superior points, should not fail to "lay over" at Penokee to enjoy one of the most beautiful scenes on the entire journey.

LAKE GENEVA,

Seventy miles from Chicago, is blessed with charming scenery and a lovely sheet of water, which was called by the Indians, Kish-wa-ke-ta, signifying crystal water. Later it was known as Big Foot, from its resemblance to the human foot. Its shores are, in places, bold; in others, undulating; here topped with grand old forests of oak; there, opening into a rolling country.

LAKE ZURICH,

Named after one of the most bewitching lakes of Switzer-

land, is one and a half hour's ride from Chicago, on the Wisconsin division of the Chicago & North-Western Railway. Lake Zurich is belted round with groves of timber, and abounds with pickerel and black bass.

GREEN LAKE, WISCONSIN.

This magnificent sheet of pure spring water, located a short distance from Green Lake Station, on the Sheboygan and Fond du Lac Railroad, has become a favorite resort and one of the most successful competitors for the patronage of summer tourists. Situated in a charming landscape, with forests of stately oaks and far-stretching prairies, with fine drives, its scenic attractions are unsurpassed. The lake is one of the largest in the State, comprising forty-five square miles, resembling Lake Michigan in shape. It affords the finest fishing, and is famous for its duck shooting, while the facilities for rowing and sailing are nowhere better.

Green Lake derives its name from the color of its water. The scenery of its shores varies from beautiful grassy slopes to high, rocky cliffs, bordered with evergreens, presenting the greatest diversity of physical character. The lake is not a "pretty little mill pond;" on the contrary, it has crested waves of formidable proportions, and when lashed into foam looks anything but placid.

LAKE PEPIN

Is an expanse of the Mississippi river, 5 miles wide and 25 long, a sheet of water of crystalline purity and beauty unsurpassed. Not an island dots the surface to obscure the view of its surroundings and castellated rocks, relieved by mounds of gentle outline, rivalling the most romantic portions of the Rhine.

ST. PAUL AND MINNEAPOLIS

Are both situated so as to be within easy carriage-driving distance of the Falls of St. Anthony, Minnehaha Falls, Carver's Cave, Fountain Cave, White Bear Lake, Bridal Veil Falls, Lake Como, Fort Snelling and the Fawn's Leap—all worthy of a visit.

LAKE MINNETONKA

15 miles from St. Paul, is made up of a series of bays, some 25 in number, which form a chain of what appears to be a succession of distinct lakes, but joined by estuaries. The banks covered by a heavy growth of forest trees; the numerous jutting points, some steep and abrupt, others sloping gently to the water's edge; and the numerous islands covered with the living green of the foliage, combine to form a picture of varied beauty most pleasing to the eye. This lake has over 300 miles of shore, and all who have visited it pronounce it as unqualifiedly the most interesting and beautiful place in the Great North-west.

MINNEHAHA FALLS

Never fail to charm the visitor. "Laughing Water"—one gentle leap over a wall of almost perpendicular rock, the stream breaks into a million braided rills, falling like a shower of diamonds and snowflakes, the foam below rising in a veil of mist. A pathway leading under the fall gives an opportunity to view it from behind. A stairway and bridge lead to the wild basin, into which the water pours.

"In the land of the Dakotahs,
Where the Falls of Minnehaha
Flash and gleam among the oak trees,
Laugh and leap into the valley—"

LAKE ELMO.

No more delightful and comfortable resort for the summer wanderer can be found in the North than this charming lake, which is located but a few miles from St. Paul.

The lake is unsurpassed in beauty by any other in this "Land of Lakes," the crystal sheet lying nestled beneath prettily sloping banks, on which stand shady groves. Tiny bays, where fragrant water lillies try to hide their dainty beauty, appear at intervals, and shady hooks invite to their delicious coolness.

PRIOR LAKE.

This magnificent body of water is seven miles long, in some places nearly two miles wide, and, like most of the forest lakes, its shores are irregular and uneven, points extending out into the water in many places, dividing the body of water into bays, giving a shore line of some sixty miles.

At the south end, divided from Prior Lake by a narrow strip of land, is Spring Lake, a handsome sheet of water, nearly circular in form. Prior Lake is fed from Spring Lake, which derives its supply from a very large spring that boils up out of the ground some miles away. There is no visible outlet to Prior Lake, and the water probably passes off into the Minnesota river through a subterranean passage. Surrounded by a growth of large timber, with high banks, and some ten islands in its midst, Prior Lake combines all the elements of beauty and picturesqueness peculiar to our forest lakes, and is famed for the inexhaustible supply of fish contained in its waters. The varieties of fish are the same contained in other

Minnesota lakes, but the bass caught there are far ahead of any found elsewhere.

DALLES OF THE ST. CROIX.

The rapids, falls and dalles of St. Croix extend for a distance of about six miles, and the river in that distance has a fall of sixty-three feet, and is only second to St. Anthony Falls in amount of power that might be utilized for manufacturing purposes.

The massive pile of rocks forms solid perpendicular walls at some points on both sides of the river, while at other places the rocks are piled on each other in irregular masses of disjointed fragments, to a great height. In wandering over the rough pile, we see everywhere the evidences of igneous action which has split and crumbled the trap rock, leaving it in similar appearance to half-burnt lime rock. In ages past the face of the falls must have extended to the lower end of the Dalles, as we find traces of the regular wear of flowing water everywhere on the surface, fifty feet above the present level of the river. The condition and appearance of these rocks is exactly similar to what might be supposed to follow the sudden lifting of a body of rock by a blast beneath, that was strong enough to throw it from its natural position into the air, rending it asunder and then settling back, leaving the surface a shapeless heap. One of the curious evidences of the work of water is to be found in the natural wells. These are to be found in great profusion, of all sizes and shapes. Some of perfectly circular formation like a stove funnel, but without an opening at the bottom; others are broken out at the sides, or have outlets below. We went into one from below, that was ten

feet in diameter, and as many in depth, with sides worn perfectly smooth, but irregular in shape, as though made by a whirlpool.

WHITE BEAR LAKE.

Twelve miles from the city of St. Paul, on the St. Paul and Duluth Railroad, is located one of the pleasantest summer resorts to be found in the Northwest. Having the advantage of being situated about equi-distant from the three largest cities of Minnesota, viz., St. Paul, Minneapolis and Stillwater, with all of which places it is connected by rail, it has become the custom for friends in the cities to make it a place of re-union, and many are the picnics that make the shores of the beautiful lake lively during the bright and pleasant summer days.

THE GEM OF MINNESOTA.

White Bear Lake has many attractions not possessed by other popular resorts in the State, and is not like any other lake that we have seen. The lake itself is a beautifully clear sheet of water, some $3\frac{1}{2}$ miles in length by $2\frac{3}{4}$ miles in width, with a very handsome island nestling in its centre. The depth of water reaches in places some 50 feet, and the shore line is about 30 miles; the area of water surface being 2,625 acres, or 6 1-10 miles. It has a pebbly beach, where agates and cornelians are as abundant as at other Minnesota lakes.

These lakelets seem to have been placed in just the right spots where they can be accessible from the cities, by a mere half hour's ride, and the transition from the bustle and confusion and heat of business to the cool shade, the crisp, green grass, the easy soothing motion of the fairy yacht, or the bracing breeze that sends the

billows across the deck, is astonishing in its healthful effects upon young and old. Did you ever consider how easy it was to enjoy the good things of life and at how little expense, and how much less it would cost to keep up the vigor of your manhood or womanhood by breathing the pure air of the country, and engaging in out-of-door recreations, than it does to dig and delve day after day, and swallow any amount of nauseous drugs, to drive away the ills that result from too close confinement and lack of exercise? If our men and women invoked the aid of nature oftener, in its pure simplicity, and enjoyed what has been created for them, they would have better health than they now possess. But we must hasten on our journey to the famous Red River country of the North.

[*Route D.*]

FROM ST. PAUL TO WINNIPEG,

Via THE ST. PAUL M. AND M. RAILWAY.

THE St. Paul, Minneapolis and Manitoba Railway forms the connecting link of the favorite route previously described, (the Chicago, St. Paul and Minneapolis R.R.), and from St. Paul makes direct connection with all points in north-western Minnesota, Northern Dakota and Manitoba, traversing the entire length of the Great Red River Valley of the North to St. Vincent. By taking the finely equipped trains of the St. Paul, Minneapolis and Manitoba Railway the general traveller passes over one of the smoothest road beds to be found in the great North west, and is afforded every accommodation which makes a journey to the West and North-west pleasant and comfortable; the tourist, also, who travels for plea-

sure or in quest of health, will find the St. Paul, Minneapolis and Manitoba Railway the only line running to Minnesota's famous summer resorts, Lake Minnetonka, Crookston, Grand Forks, St. Vincent and Winnipeg without change or detention of any kind.

ENERGY OF THE NEW MANAGEMENT.

The present Company, whose President is Mr. George Stephen, (President of the Bank of Montreal,) and Vice-President, Mr. R. B. Angus, (late Managing-Director of the same Bank,) is fortunate in having secured the services of so energetic and far-seeing a general manager as Mr. J. J. Hill. Under his management, since it succeeded to the old St. Paul and Pacific Railway Company in June, 1879, it has constructed over 200 miles of road, fully trebled its rolling stock, and equipped all its trains with the Westinghouse air-brakes and the Miller platform and palace sleeping coaches. This Company has also some 256 miles of new road under construction, to be completed this year. Another new enterprise which the Company has undertaken and will soon have in operation, is a new short line to Minneapolis with a new bridge across the Mississippi River at that city. A further proof of energy is seen in the construction of a Depot at Minneapolis, carried through by this Company which will be the finest Union Depot in that city or the North-west.

It is owing to the persistency of the management of this road, moreover, that St. Paul is indebted for the magnificent Union Depot now building in that city.

Leaving St. Paul, which we have previously described, by the elegantly and finely equipped trains of the St. Paul

Minneapolis and Manitoba Railway, a distance of 12 miles brings us to Minneapolis, which is a thriving and beautiful city built in sight of the Falls of St. Anthony, with their one hundred and twenty thousand horse-power and succession of fine rapids.

The city is beautiful and well located for a great manufacturing centre, which it is. A fine suspension bridge above the Falls connects the two parts of the city, comprising the original Minneapolis and the former city of St. Anthony, now united. The city itself is of very fine appearance, with wide, clean streets, elegant business blocks, hotels and residences, which, in point of style, are nowhere excelled.

We notice here the same life and activity found in St. Paul, and, in fact, throughout the north-western country. Minneapolis is the capital of Hennepin County, Minnesota, and has a population of upwards of 50,000. It is 420 miles North-west from Chicago, and is one of the most populous and flourishing cities in the State. Among its most beautiful and prominent buildings are the U. S. Custom House, the Music Hall and Post-office. Minneapolis is a very large manufacturing city and possesses the finest and largest available water-power in the world. Fully half this water-power, which takes in all on the east side of the river, has recently been purchased and is under the full control of the management of the Railway Company referred to, which has recently completed arrangements for the construction of a canal and connecting railway tracks and bridges, that will give facilities on the east side, greater than those already possessed by the Water Power Company. In addition, contracts have already been made for the erection of several large flour-

ing mills, thus giving the farmers along the line a far better market than that already offered. The St. Paul, Minneapolis and Manitoba Railway is the only one in the North-west offering perfectly free and unrestricted elevator facilities to the settlers. Permission is also given to any one wishing to erect elevators at any of the stations, the only condition imposed upon the person receiving this privilege being, that his elevator shall be open to every applicant and have ample facilities to receive all grain offered him; in this way there will be provided at many stations a perfectly free and open market to buyers from all sections. The great advantage of this will be appreciated none too soon when compared with the position in this respect of settlers along other railroad lines, where the railway elevator privileges are held by a single combination.

The great milling capacity of Minneapolis requiring, as it does, fully twenty-one million bushels of wheat per year to keep its mills in motion for 300 days, furnishes a home market not possessed by any other State or territory.

The settlers on the lands of the above-named Company are not obliged, as is generally supposed, to look to the markets of Chicago, Milwaukee and Duluth for their buyers but by means of the free elevator system above mentioned, their markets are at their own stations, and the competition opened by these free elevators gives at each station a lively market where farmers can get full value for their wheat. Minneapolis has already twenty-four fine stone flouring mills, having a capacity of over 17,000 barrels of flour per day; one of these mills is the finest and largest in the world.

In the vicinity of Minneapolis are a number of very interesting attractions; among others the Silver Cascade, Bridal Veil Falls, a deep cone opposite the Falls of St. Anthony on the east side, and several beautiful lakes, the drives to which from the city are very pleasant, the scenery beautiful, and the roads in fine condition. Among the smaller lakes within easy reach of the city, noted for their beautiful scenery and the opportunities they offer for enjoyment, are Harriet, Cedar, and Medecine lakes. Fifteen miles from Minneapolis is Lake Minnetonka—"Big water" in the language of the Sioux,—which, by reason of its extent and superior attractions, is becoming one of the most popular watering-places in the State. Arriving at Wayzata, the railway station of the St. Paul, Minneapolis and Manitoba Railway at the Lake, the attention of visitors is attracted by the large fleet of steamers lying at the wharves awaiting the arrival of the trains. These steamers ply regularly between Wayzata and the village of Excelsior, on the opposite side of the Lake. Numberless sail and row boats are also on hand. This beautiful Lake is composed of a series of bays, some twenty-five in number, which form a chain of what appears to be distinct lakes, but they are joined by estuaries, many of which are navigable by the steamers. Lake Minnetonka has long enjoyed a wide reputation as a resort for the tourist, and particularly the sportsman, drawn thither by the excellent fishing and shooting. The hotel accommodation is good and ample for the entertainment of a large number of guests.

The St. Paul, Minneapolis and Manitoba Railway passes through one of the most valuable and important sections of Minnesota, including the famous valley of the

Red River of the North, which lies between the northern portions of Minnesota and Dakota Territory, extending North into Manitoba to Lake Winnip ³, which is navigable for two thirds of its entire length.

The valley proper is a plain, forty feet above the water level of the river, three hundred miles long, and from forty to fifty miles in width. This valley was once the bed of a lake, which on receding left a rich alluvial deposit from two and a half to six feet deep, on lacustrine clay, varying in depth from eighty to two hundred feet. From the river edge the plain on both sides gradually rises in Minnesota and Dakota, to the bluffs or former shores of the lake, until at Pembina Mountains on the International boundary, it attains about one hundred and fifty feet.

We can heartily commend to the notice of all those who are visiting this marvellous country, with a view to investing in land, the many advantages which the St. Paul, Minneapolis and Manitoba Railway offers to the settlers along their line. They have about three million acres of land, which they offer for sale on the most liberal terms. These lands are divided into three classes; the first is the heavily timbered lands, forming a part of the "Big Woods" district, and selling on an average, at \$5.00 per acre. Heavy, valuable timber is scattered all through this section. The second-class comprises partly-timbered lands, and is the much-admired "Park District" of Minnesota. The fertile prairies, dotted with groves, clumps of trees, and innumerable lakes, offer great opportunities for diversity of occupation. Land in this section sells at about the same figure as in the first-mentioned class.

The third class, has those choice prairie lands, on the main line of railway running to the Canadian Territory in the Great North-west, including the fertile valley of the Red River, already described. These lands are the Mecca of the farmer.

Many acres all along the line have been already disposed of, and flourishing towns and villages numbering a few hundred to a few thousand inhabitants, with churches, schools, and many other advantages, are to be found every few miles. The class of settlers who are rapidly securing for themselves homes, is among the most thrifty to be found in any part of the country through which the railway passes. This part of the country is growing rapidly, and is accessible to the best markets; water is abundant and pure, the scenery attractive, the climate healthful in the extreme, the soil fertile, and the lands well wooded.

With the immense elevator privileges all along the line of this road, and the demand at Minneapolis for wheat, the wonderful flour mills previously described, and the numerous large mills scattered throughout the State: with almost unequalled commercial, geographical, and manufacturing advantages, a magnificent school system, splendid churches and boundless natural wealth, Minnesota bids fair to become one of the first States in the Union. The searcher for a home cannot find a choicer section in the United States to locate upon. To locate within the confines of Minnesota, especially in the Red River valley along the route of the St. Paul, Minneapolis and Manitoba Railway, with railroad connections, terminal facilities at Manitoba and St. Paul, a great railway centre furnishing easy access to markets, *is success.*

is wealth, is independence, and consequent happiness. These are among the many advantages and principal features which the St. Paul, Minneapolis and Manitoba Railway Company has to offer to the patrons of their line. All their through trains make close connection with the Canadian Pacific Railway at St. Vincent on the International Boundary.

This line is the only one running into the Dominion of Canada, from St. Paul direct to Manitoba.

Winnipeg is an interesting town, not only from the historic associations attached to it, but because it bids fair to rival, on Canadian soil that marvel of rapid growth, which we so often witness on the American side. At Fort Garry it was long the chief trading post of the Hudson Bay Company, and the scene of many an Indian adventure, not the least of which was the half-breed revolt of 1870, in which the weird figure of Louis Riel appeared so conspicuously.

The Province of Manitoba was incorporated with the Dominion of Canada in July, 1870, and Winnipeg attained, in 1873, the dignity of a city, to which it has since done ample justice; it is now a well-built city, supplied with all the advantages which increasing commerce imparts and can already boast of a population of 10,000 souls; it enjoys a most commanding position at the confluence of the Assiniboine and Red Rivers, and is the centre of the trade of the Far North-west. The town hall, market, post-office, Dominion Land Office and Custom House are all substantial edifices.

The educational wants of the people of every denomination are well supplied, and at St. Boniface, on the opposite side of the Red River, there is a Roman Catholic

Archbishopric, with a college and convent that would do honor to any place of its size in the Province of Quebec, Winnipeg is connected with the outer world by telegraph, and by rail, and steamboat connection. It will for many years be the principal point on the Canadian Pacific Railway, which is destined to add immeasurably to its wealth and importance.

[Route E.]

THE CANADIAN PACIFIC RAILWAY.

THIS great undertaking—gigantic for a new country like the Dominion—will soon become a leading power in the carrying trade of this continent; it will extend from the head of St. Lawrence navigation, and Lake Superior to Burrard Inlet on the British Columbia coast.

The distance between the ocean terminus, and Port Moody, Burrard is 2,870 miles, as compared with the distance by rail of 3,370 from New York to San Francisco. It is expected a considerable portion of the road will be open for traffic next summer; the stretch from the head of Lake Superior to Selkirk on Red River is divided into three sections of which two, the easterly and westerly, are finished, while the intermediate is being rapidly pushed through. West from Winnipeg the line is under contract for three hundred miles.

The whole length of the road can hardly be completed within the next decade, but the westerly portion will move continuously on, serving the rare purpose of colonization.

THE GREAT NORTH-WEST.

As much ignorance and misconception exists in regard to

the extent and resources of this new territory it will be interesting to give a few details from authoritative sources.

The history of the North-west and British Columbia may be roughly estimated as occupying the whole area north of the forty-ninth parallel; and its magnitude can only be judged by comparison as follows:—

The area of the United States is 2,936,166 square miles. The North-west of British America, including British Columbia is 2,598,837 square miles.

If the comparison is made with Europe, the area of all Europe is 3,811,594 square miles. If we add the whole of the Eastern Provinces of the Dominion and Prince Edward Island we have 351,570 square miles.

The whole Dominion of Canada has, therefore, an excess of area of 14,141 square miles over that of the whole United States.

To return to Manitoba and the North-west Territory, the area of rich soil and pasturage in the valley of the Assiniboine and Saskatchewan alone is about 40,000,000 acres, of which about 18,000,000 acres, are at once available for the agriculturist, and this land is black with richness.

Of the rivers and lakes of this rich valley in addition to the almost numberless small ones, there is the Saskatchewan whose two great branches drain two-thirds of this district and is the most important. Both its great branches rise in the Rocky Mountains, crossing eighteen degrees of latitude. This great stream affords in both branches about 1,400 miles of steamboat navigation.

That the North-west of British America is determined to become the granary of the continent seems clear enough. Taking all the circumstances and surroundings

into consideration, there is probably no country more suitable in every respect for settlement by persons from temperate and northern parts of Europe than the Province of Manitoba. We have already shown the Railway route to Winnipeg. There is already communication by steamboat from that city *via* Lake Winnipeg and the Saskatchewan, to the very foot of the Rocky Mountains.

The tract of country to the East of the Rocky Mountains contains one of the largest coal-fields in the world, which in some places crops out of the surface on the banks of the rivers. The rivers which run East from the Rocky Mountains are rich in gold deposits; and in fact mineral wealth of almost every kind is found in this Territory.

The Pacific terminus of the Canada Pacific Railway will possess one of the finest harbors in the world, in a mild climate, and supplied with all the essentials of a first-class naval station in the adjacent coal mines and ports.

Its position in regard to Asiatic ports is such as to give it the command of a large share of the ocean trade.

Assuming the early development of this immense extent of fertile country, the North-west, with its commercial radius extended by railway and steamboat navigation, with an unlimited market both in the Eastern and Western hemispheres, must occupy a position without a superior in the world.

We will now return to Chicago, and if the tourist chooses will conduct him over another of the great through lines

[Route F.]

**FROM CHICAGO TO KANSAS CITY AND
OMAHA, via the BURLINGTON ROUTE.**

For Council Bluffs, Omaha, Salt Lake City, San Francisco and all points in the far West, we leave Chicago by the great Burlington Route, known as the Chicago, Burlington and Quincy Railroad, one of the best established lines in the country, and famous for the beauty and thoroughness of its equipment, and the only route upon which is run Pullman's 16-wheel Sleeping Cars and the celebrated and gorgeous Dining Cars, used only for that purpose. Elegant Drawing-room Cars with reclining chairs are also used on this line; no extra charge is made for their use to through passengers. There is no railway company in the country which provides better accommodation for its patrons, or which keeps its passenger equipment in better condition. Indeed, the entire passenger equipment of the Chicago, Burlington and Quincy Railway is unsurpassed, and contributes in no small degree to the wonderful growth and increase of its passenger traffic. This is the most southerly of the four great routes to the Pacific coast, and passes through Aurora, 38 miles from Chicago, a beautiful city of 12,000 inhabitants, situated on Fox River. Here are located the extensive work shops and car manufactory of this line.

Forty-six miles further on we come to Mendota, a fine agricultural and manufacturing town of 6,000 inhabitants, the seat of Mendota College and of a Wesleyan Seminary. Here connections are made with the Clinton branch of the line, also with the Illinois Central Railway, (main line,) south to Bloomington, &c., north to Freeport, &c.

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Passing on through Princetown and Galva, eighty miles, brings us to Galesburg, 164 miles from Chicago, an important place of 12,000 souls; the seat of Knox and



Correct Map of the Chicago, Burlington & Quincy Railway.

Lombard Colleges. Connections are here made south-eastward to Peoria, &c., and south to Quincy by the Quincy branch.

FROM GALESBURG TO QUINCY *via* THE QUINCY
BRANCH.

The Quincy branch of the Chicago, Burlington, and Quincy Railway, extends from Galesburg to Quincy, Illinois, 100 miles south the route passes through a beautiful section of country, which is dotted here and there with many fine farms and farm houses, presenting to the traveller evidences of thrift and prosperity all along the whole line, passing through many important towns and villages, the principal of which are Abingdon which has a population of 1,300; Bushnell, a beautiful place of residence with numerous churches, and schools, has a population of 3,500; Macomb is also an important town of 3,650. Continuing on our journey for a distance of 60 miles we arrive at Quincy, 263 miles from Chicago.

Quincy is the capital of Adams County, Illinois, and is truly a beautiful city, standing on a limestone bluff, with an elevation of 125 feet above the Mississippi River. Quincy has a population of 30,000. It has a public square, a fine court house, several churches, many public halls, an elegant opera house. The country in the vicinity is a rich rolling prairie and is highly cultivated. The city does a very large shipping business both with its extensive railway connections as well as by river. Quincy is also something of a manufacturing city. Among the numerous railways which centre here are the Chicago, Burlington and Quincy; Hannibal and St. Joseph; Quincy, Missouri and Pacific; St. Louis, Keokuk and North-western; Wabash, St. Louis and Pacific Railways; all of which occupy the same depot.

RETURNING TO GALESBURG.

Fifteen miles beyond Galesburg we arrive at Mon-

mouth. At this point we connect with the St. Louis and Rock Island division of the C. B. & Q. R. R.

From this point, passing over a beautiful prairie country and through several unimportant towns for a distance of 28 miles, we cross the Mississippi River by the grand Suspension Bridge; one of the greatest triumphs of modern engineering skill, and run into Burlington, 207 miles from Chicago.

BURLINGTON

is a city of 25,000 inhabitants, and is the third in importance in the State of Iowa, with fine river scenery, extensive commerce by river and otherwise. The seat of Burlington University (Baptist) and a great railway centre. Connections here are very general; principally by the Chicago, Burlington and Quincy Railway and its branches. From here the Mississippi River may be ascended to Rock Island, Dubuque, &c., or descended to St. Louis, &c.

Leaving Burlington, a distance of 75 miles brings us to Ottumwa, 282 miles from Chicago. Here connections are made north to Cedar Rapids, southward and eastward to St. Louis, &c. At Ottumwa the train crosses the Des Moines River, and passing through Albia, Chariton and Osceola, we arrive at Creston, 115 miles from Ottumwa and 397 from Chicago. Creston is situated on the dividing ridge between the Mississippi and Missouri rivers, and the locomotive and machine shops of this division of the line are located here.

THE CRESTON AND HOPKINS BRANCH OF THE CHICAGO,
BURLINGTON AND QUINCY RAILWAY FOR KANSAS
CITY AND ST. JOSEPH, MISSOURI.

At Creston, 397 miles west from Chicago, the great

Burlington Route has another very important branch to Hopkins, 44 miles, over which this popular line runs through trains with the celebrated Pullman Sleeping cars to St. Joseph and Kansas City, which has been previously described in Route A, connecting at the latter place in the splendid new Union Depot with all trains of the Atchison, Topeka and Santa Fe; Kansas Pacific, Kansas City, Fort Scott and Guelph; Kansas City, Lawrence and Southern; the Wabash, St. Louis and Pacific Railways for all points in Colorado, New Mexico and Kansas.

RETURNING TO CRESTON.

Leaving Creston, 101 miles brings us to Council Bluffs, 498 miles from Chicago. On our way we pass Red Oak, Pacific Junction, &c., but these towns do not require special mention.

COUNCIL BLUFFS

is beautifully situated on the east side of the Missouri, directly opposite to Omaha and Nebraska. It has a population of 11,000 souls; has large mercantile interests and very extensive railway connections, as the following roads centre here: Chicago, Burlington and Quincy; Chicago, Rock Island and Pacific; Chicago and North-Western; Kansas City, St. Joseph and Council Bluffs; Wabash, St. Louis and Pacific, and the Union Pacific. All these have separate depots in the city, but occupy a Union Depot with the Union Pacific Railway. For further description of Council Bluffs see Route A.

[Route G.]

CHICAGO TO ST. LOUIS.

Via THE CHICAGO, ALTON AND ST. LOUIS RAILWAY.

CHICAGO TO ST. LOUIS.

THE distance between these two great and rival cities of the West, across the beautiful and fertile prairie lands of Central Illinois, is travelled by the famous Chicago, Alton and St. Louis Railroad. The way is studded with flourishing towns and cities, and everywhere the eye meets with tokens of thrift and prosperity. The most important of these is Joliet, a city of 8,000 inhabitants, situated on the Des Plaines River; Bloomington, an important railway centre with 15,000 inhabitants, and the seat of many important educational institutions, and Springfield, the capital of the State of Illinois, a city of 30,000 souls. Here is a noteworthy collection of public buildings, such as the State Capitol, the State Arsenal, the U. S. Building, containing the court-house, custom-house, a post-office. There, too, is the noble monument erected to the immortal memory of President Lincoln. The "Alton" is the only road that reaches Springfield *directly* from Chicago, whose track is owned, operated, and controlled by one Company.

Alton is the next important point, a beautiful city of 10,000 inhabitants, situated on cliffs within sight of the confluence of the Missouri and the Mississippi. The train then hurries us on to East St. Louis, whence we cross to St. Louis on its magnificent bridge, one of the triumphs of modern engineering. This structure is double-storied, the lower being allotted to railways and the upper to carriage ways, car tracks and footpaths.

St. Louis is one of the four great cities in the Union, and the only possible rival of Chicago, with whom it is always disputing the palm of population. It is estimated that this year's census will give it a population of 600,000. If so, it will rank after New York and Brooklyn, Philadelphia and Baltimore. It is of French origin, having been established in 1762 by Laclide Lègquest as a trading post. The city is built on a triple lime stone terrace overlooking the Mississippi, 20 miles below the entrance of the Missouri, and 175 miles above the mouth of the Ohio, thus occupying almost a central position in the great Valley. This position gives it immense commercial advantages, which are so constantly spreading as to warrant for it the appellation of the "Future Great City." It is a splendid railway and steamboat distributing point and lays just claim to being the chief flour manufacturing market of the world. Its public buildings are numerous and imposing, chief among them being the stately court house, the Four Courts and the Chamber of Commerce. It is likewise rich in educational institutions, such as the St. Joseph University, the oldest of its kind in the West, Washburn University, Concordia College, Mercantile Library, and others. Its hostelries are in admirable keeping with the rest. There are the old Planter's, occupying a whole block on 4th street, between Pine and Chesnut; the magnificent Lindell, with its six stories on Washington avenue, between 7th and 8th streets; the Laclede, corner 5th and Chesnut streets, and Barnum's, corner 2nd and Walnut. St. Louis boasts of an unusually number of fine parks, Lafayette, Missouri, Hyde, Northern Forest, Lindell and Tower Grove, being in this particular second to no city in the Union. Two other attractive

features are Shaw's Garden, containing 109 acres, and the Fair Grounds, embracing 85 acres.

[*Route H.*]

ST. LOUIS AND KANSAS CITY.

Via THE CHICAGO, ALTON and ST. LOUIS, MISSOURI, PACIFIC
WABASH, ST. LOUIS and PACIFIC RAILWAYS.

THE tourist having travelled from Chicago over this route for all Southern points, Louisville, Nashville, Memphis, Mobile and New Orleans, &c., may desire to visit Kansas City or Denver. If so, he will find that he can start either from Chicago or St. Louis and travel *via* the Alton Railway as far as Kansas City, over one of the smoothest road beds in the country, all laid with steel rails over which pass as finely equipped trains as are run over any railway on this continent. Since the completion of its extension from Mexico, Mo., to Kansas City the Alton has become more popular with the tourist than ever, and proves how valuable a wise railway management is to the country through which it passes. All along the line may be seen pretty rustic depots at the stations, so quaint and lovely. After leaving the first the traveller begins to surmise what the next one will be like. The Alton, in connection with the Kansas Pacific and Atchison, Topeka and Santa Fe Railway Companies, offers to the tourist a great outlet to all the various parts of Kansas, Colorado and New Mexico, besides presenting to the traveller many other desirable attractions, such as reclining chair cars in which seats are free to all through passengers, its splendid Pullman Palace Sleeping cars, the thoroughness of its entire equipment, with its gentlemanly employees, all this will prove to the traveller what

we have here stated are facts regarding the superior equipment of the Chicago, Alton and St. Louis Railway; this statement may be applied to the whole line, whether travelling to St. Louis or Kansas City.

[Routes I. and J.]

ST. LOUIS TO KANSAS CITY OR DENVER.

TWO other routes are open to the traveller from St. Louis to Denver, Kansas City, or the Missouri Pacific, 282 miles, and the St. Louis, Kansas City and Northern, 275, (now called the Wabash, St. Louis, and Pacific Railway). The principal points on the former are Jefferson City, 125 miles, the capital of Missouri, and Sedalia, 188 miles, one of its most promising towns. The chief towns on the latter, are the old French Fort of St. Charles, 22 miles, where the Missouri River is crossed on a splendid bridge; Warrenton, 38 miles, Moberly, 146 miles, and Missouri City, 254 miles. For description of Kansas City, see Route A.

No less than a dozen railways terminate here, and the tourist, bound for any point in Kansas, Colorado or New Mexico, or who may be going across the Continent to Salt Lake or San Francisco, has the choice of two different through lines to Denver or Cheyenne.

[Route K.]

KANSAS CITY to DENVER and CHEYENNE

Via KANSAS PACIFIC DIVISION OF U. P. R.

THE one which we select to take us West is the Kansas Pacific Railway, and is one of the great divisions of the Union Pacific Railway, which we will fully describe hereafter in our trip from Omaha West across the

Continent. This splendidly constructed and modernly equipped line is very ably managed and deserves a good share of the travelling public's patronage which it has always received on account of its own achievements as well as for the country through which it passes. It is called the Golden Belt Route, and traverses the State of Kansas from East to West, 447 miles to the State of Colorado, West to Denver. We have often been asked the question *who should go to Colorado?* We answer from experience EVERYBODY, Colorado is for EVERYBODY; the pleasure seeker; those who are fond of fishing and hunting; those in search of health and rest, certainly should pay Colorado a visit; its recuperating climate, its life-giving atmosphere, with beautiful sunshine and magical mineral waters, cannot be equalled. Consumption, Asthma, Bronchitis, Dyspepsia, and all Lung affections — to those affected take notice! — all these may hope for full restoration of health and vigor. The action of the climate is strength building; therefore, come one, come all, and be healed!

Tourists who desire to travel by the Great Golden Belt Route will find the Kansas Pacific Railway abundantly able to transport them in safety and luxuriously across the great State of Kansas and Colorado to Denver, the "Queen City of the Plains." The magnificent drawing-room and sleeping coaches render the journey a pleasant home instead of a wearisome jaunt, and the best information is readily given by all the train employees regarding the "Realm of the West." On our way we speed through many beautiful towns and villages, over the prairies bright with moving grasses and grain; along the wayside blossoms countless flowers; over bound-

less meadows and acres of fertility, runs the great Kansas Pacific Railway which leads to scenes of grandeur, and where Nature manufactures her storm clouds and flashes down upon lakes set like diamonds, ten thousand feet in mid-air.

The first important station is Lawrence, 38 miles, being the seat of the State University, and the scene of considerable border strife. The Kaw or Kansas River, is here spanned by a long bridge. Topeka, 66 miles, is the capital of the State, contains about 10,000 inhabitants and is remarkable for the number and elegance of its public buildings. Manhattan, 118 miles, is near the Big Blue, one of the tributaries of the Kaw, and contains the State Agricultural College. Other points of interest are Junction City, 138 miles, Russell, 262 miles, Hays, 288 miles, Ellis, 302 miles, they being points for the shipment of Texas cattle to the East, and Wallace 420 miles, after which the Kansas State Line is crossed. First View 472 miles, derives its name from the fact, that here the first view of the Rocky Mountains is obtained, although Pike's Peak is 167 miles distant. Kit Carson, 487 miles, is the first important station in Colorado.

Denver is situated at the confluence of the Cherry Creek, with the south fork of the River Platte, 12 miles from the base of the Rocky Mountain. It lies in the centre of a most picturesque country, and is a noted health-seeking resort. Thousands visit the city every year for health and recreation. Among the chief natural curiosities in the environs is Long's Peak, 40 miles, and the far-famed Pike's Peak, 70 miles, a great mountain range, 14,300 feet high.

Turning south *via* the Denver and Rio Grand Railroad

we reach Colorado Springs, 76 miles, the heart of splendid scenery. Manitou, five miles from it lies at the very foot of Pike's Peak, and contains six noted springs, highly recommended for their tonic qualities, and visited yearly by hundreds of invalids, chiefly suffering from asthma and consumption.

The Garden of the Gods, a beautiful miniature valley, is 4 miles from Edward Spring.

Monument Park, 8 miles from Edward Spring, is remarkable for its groups of noted sandstone. The climate of Colorado is renowned for its purity and salubrity. The great elevation and consequent rarefaction of the climate, with its thermometric moderation in all seasons, give to that region an especial advantage as a general sanatorium.

THE FAMOUS HEALTH AND SUMMER RESORTS OF COLORADO AND THE GREAT WEST.

FOR the past few years a share of the Summer Excursionists have turned their faces westward, and the number has increased with each succeeding season, until now thousands annually visit the many attractive places on the Pacific Coast and of Eastern Colorado, and New Mexico. It is now generally conceded that there is no section in the world, where a season may be more pleasantly and profitably spent than in our Western States.

COLORADO,

On account of its grandeur of scenery, its health-giving atmosphere, the facilities it affords for tourists pursuing the pleasures of trout fishing, hunting and camping out,

has already become one of the most attractive Summer Resorts in the country. All other mountain ranges in the world sink into insignificance when compared with the grandeur and sublimity of the Rocky Mountain range. Grand throughout its entire length, its grandeur and magnificence culminate in Colorado. The holiday tourist can come hither by four routes from Chicago, either of which offer to the tourist first-class accommodations namely, the Chicago, Rock Island, Pacific, the North-Western or Chicago, Burlington and Quincy Railways to Omaha, and thence by the Union Pacific Railroad, to Cheyenne, or journey from Chicago, by either of the above lines, including the Chicago, Alton and St. Louis Railway to Kansas City, thence by the Kansas Pacific Branch of the Union Pacific, passing through the centre of Kansas to Denver, or he may take the Atchison, Topeka and Santa Fe Railway to Pueblo. From any of these points you can roam at will among the grand old "Rockies"—local railroads affording excellent facilities; and, without fatigue or annoyance, with ladies in your party, you can visit all the interesting portions of wonderful Colorado.

One of our best writers gives a pleasant account of the

VACATION ASPECTS OF COLORADO.

He says: "I met the Manitou stage, one pleasant morning, on its way from the train to the Springs, and had several minutes' view of a number of travel-worn dusters and expectant faces; some showing a keen appreciation of the peculiar and subtle delights which impress a lover of nature; others depicting disappointment, and apparently wishing they had not come. We would strongly

advise, in the following cases, persons to expend the time and money needful to make the journey to the Rocky Mountains, and remain long enough in the Centennial State to enable them to study it:

1. If they have present or prospective business interests.

2. If they are in ill-health, and if (let the proviso be heeded) they have intelligently satisfied themselves that the probabilities are in favor of the climate proving beneficial to them.

3. If they are enthusiastic devotees of some of the sciences, for the study of which there is here such a grand field.

4. If they are genuine lovers of mountains.

5. If, without being altogether such lovers, they have a sincere desire to study their own country, and may expect to experience a growing degree of at least the fascination which the very atmosphere of the Far West possesses for some people. If, as is often the case, one can combine two or more of these conditions, the inducements to go will be proportionately increased. We went to Manitou, for every one goes there; it is called the "Saratoga of the West," an appellation which pleases Manitou, and does not hurt Saratoga. Manitou is a health resort, as are several other places in Colorado, and it may briefly be said that, while Colorado is no "cure all," yet it can indeed afford blessed relief and life itself to many a forlorn and despairing sufferer. "Words," says the Chinese proverb, "may deceive, but the eye cannot play the rogue." One may see men and women walking about, using and enjoying life, who, long ago, if they had stayed in the East, would have, in Western parlance,

"gone over the range," or "joined the great majority."
"Why, they keep me here for an example of the effects of the climate," said a worthy and busy man at Colorado Springs. "I came here from Chicago on a mattress." And so did many others, and so may many, many more, if they will only heed a few plain words of advice. They should, firstly, on no account think of coming until they have sent to some respectable resident physician a diagnosis of their condition; secondly, make up their minds that the climate may *arrest* disease without curing it, and a permanent residence may be indispensable; thirdly, to be prepared for a careful life, largely out-doors; abandoning once for all, any idea of the working of miracles in their cases, or of the propriety of disregarding the great laws of health in Colorado any more than in New York or Memphis."

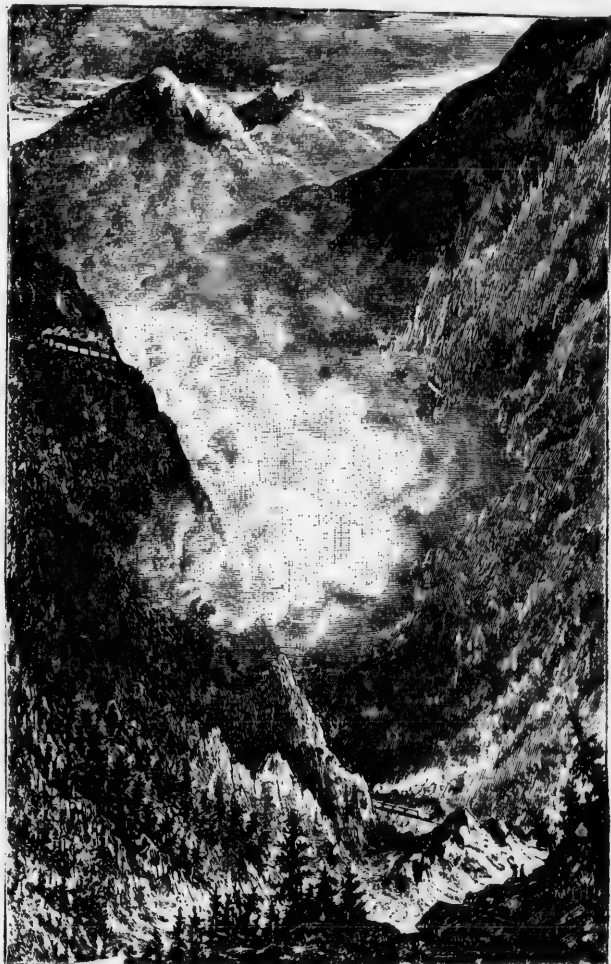
On another afternoon our train slowly rolled up the Valley of the Arkansas and came to a halt at Canon City. Half a hour later we sat on a platform car away up the Grand Canon, or Royal George; 3,019 feet above uprose the mighty rock barriers, seamed and furrowed from top to bottom. In certain places trees grew to the very edge of the chasm, and at intervals immense lateral gorges opened out. As we turned back the moon appeared, and her pale light streamed down only far enough into the pathway of the mammoths to emphasize the deep shadows below. Through this great Canon comes, from its birth-place away in the mountains, the Arkansas. Up to within a few months ago no human being had passed through it except on the ice in winter. The workmen here were actually lowered down from above to drill the holes for blasting. But Leadville is

near the valley of the upper river, and this is one of the shortest roads *home*.

The observant vacation tourist will naturally interest himself in the growing industries of the new State, aside from those connected with gold and silver mining, among which may be mentioned stock raising, collieries, fire-brick works, and at Golden, on Clear Creek, will be found a miniature Pittsburgh, grist-mills, saw-mills, paper-mills, cheese factories, and other enterprises. Of the people of Colorado, in general, no right-minded vacation spender can fail to form an exalted opinion. Among the "old-timer" may be found men who are, in the truest and fullest sense of the word, nature's noblemen, and whose acquaintance is a pleasure and a profit. The influx of later years has been, on the whole, of fine material, and the Centennial State has no cause to be otherwise than proud of her citizens.

On leaving Pueblo we were still lured on by the fascinations of the country; ascending the Veta Pass by night, favored by the wondrous sight of a freight train far above our heads, on the track where we were soon to follow it, and thrown into lurid illumination by the sparks from the smoke-stack, and the frequent opening of the furnace door of the panting engine; ate trout cooked to perfection; saw the stage of the Southern Overland Mail Co., with its splendid Eastern horses (at one point they put twelve on the coach), start for the southwest, and then come again across the Sangre de Christo; and around the Mule Shoe Curve, I saw, winding along the stage road far, far below, what seemed to be pack mules, and one bit of bright red color lighting up the line.

When we came on the plain there were, looming up to gladden the heart of the mountain lover, the peaks.



CROSSING THE SANGRE DE CRISTO MOUNTAINS, 9,339 FEET ABOVE THE
LEVEL OF THE SEA, ON THE DENVER AND RIO GRANDE RAILWAY.

WAHATOYA.

Fusiyama, in Japan, is beyond all question, the finest single mountain known in the world ; the *Holy Cross* is awe-inspiring ; but for two lofty and splendid hills, side by side, and forming a spur, thrown out into the level like these, I know of no match. I sing their praises at all times, and eagerly strain my eyes for them when there is a possibility that they may be seen on the distant horizon. We were a little doubtful about them once on a long drive, but a friend who had been scanning the misty distance, and who knew that as far from New York as this he might paraphrase Pinafore without fear of actual personal violence, softly sang :

For they *are* the Spanish Peaks ;
 For they might have been La Veta,
 Or peaks of other *natur'*
 Of which the guide book speaks ;
 But in spite of all temptation
 To belong to other nations,
 They remain the Spanish Peaks.

A MINING TOWN.

"We visited the prettiest mining town in all Colorado Rosita. There must have been a vein of sentiment in the honest miner, who gave it the charming name of Little Rose. When he made his first strike he must have thanked his stars that nature had put the silver in such a picturesque place. Even the operations, carried on for seven years, have not been able to spoil it. We came hither from Canon City, taking the stage on a pleasant morning and driving over the foot hills of the Sierra Mojada, and into and up Oak Creek Canon. From the head of this the summit was easily crossed, and then, when we had scored about thirty

miles, a beautiful and striking scene met our eyes. In the foreground were dome-like hills, the upper ones bare, and the lower ones, as well as the gulches between them, and showing great numbers of pine trees. On these hill-sides and in these gulches were scattered the houses and other buildings which make up the genuine little Alpine town—so Alpine, indeed, that one might expect to hear at any moment the echo of the *Raus des Vaches*, or the tinkling of the bells. Then comes the valley lying a thousand feet below, and beyond rises, with wonderful and unusual abruptness, and in a solemn majesty which must have impressed the Spaniard when he associated it in name with the sufferings of the Divine Redeemer, the great *Sangre de Christo* Range. The peaks are sharp and jagged, and some rise to the height of about 14,000 feet. What nature can do here in the way of grand and glorious effects, with light and shade at early morn, at sunset, or when the moon is sending her rays down on the grassy meadows in this peaceful Wet Mountain Valley, cannot be described, nor should the suggestion thereof be publicly named, but whispered to those true worshippers whom she so surely rewards.

Happy the honest miner whose prospect hole lies in this charmed region; and well might some comrade who had toiled in those parts of Nevada where the sage brush surround him and the Po-go-nip (icy winds) chill him to the bone, exclaim, "This—and silver, too."

This little town was founded in 1872, and led a quiet existence, with occasional episodes, until about 1878, when one Mr. E. C. Bassick, who had been a gold-seeker in Australia in the old days, "dead broke" and "busted," was prospecting in a vague way, he, aimlessly,

discovered a boulder and chipped off something from its surface which looked to him like good ore, he picked it up and carried it into town. He offered one half-interest for \$25, but no takers. Sawed a load of wood for the assay office to pay for having it assayed. He took out some \$450,000, and then sold it for \$300,000 cash and \$1,000,000 in stock.

In the side of the round Rosita goes the Bassick tunnel, and down from the slope above comes the perpendicular shaft, while near the Junction is a large chamber, timbered with great skill; at one corner comes a faint glimmer of light from the tunnel; all else is from the scattered lamps of the workmen, whom, before our eyes become accustomed to the murky darkness, we might mistake for gnomes of the Hartz Mountains, or familiars of the Spanish Inquisition. This mine has puzzled the geologists, but then these gentlemen are in such a chronic state of bewilderment over the new developments in the State that, in happy local parlance, "they have to take a back seat." Conceive, if you can, please, a crater in a hill of indefinite and undiscovered size and extent. Conceive, then some mighty power to have taken boulders of different size and shape, dipped them in rich molten ore, largely chloride of silver ore, heaped the crater full of them, melted up a great museum full of all kinds of silver ore, with gold in considerable quantities, and copper thrown in, so as to fill every crevice; heaped on the dirt, and left the whole to cool for indefinite centuries—and you have this mine.

THE HOT SPRINGS OF LOS VEGAS, NEW MEXICO,
on the Southern extension of the Atchison, Topeka and

Santa Fe Railroad, rise not far from the mouth of a beautiful canon—which opens upon the plains four miles above the City of Los Vegas, and from that point winds romantically into the Spanish Range of the Rocky Mountains, which extend 150 miles southward from the Colorado line into New Mexico. These springs are about 250 miles south of Manitou and Colorado Springs. They are the most southerly resort attainable on that central elevated plateau, which may be considered the great sanitarium in this country for lung diseases, and which extends through Colorado and the upper half of New Mexico, along the eastern base of the Rocky Mountains.

CLIMATE.

The climate of Colorado is more uniformly fine than that of any other country, as damp, chilly days or hot sultry nights are almost unknown. The invigorating atmosphere invites especially all invalids to breathe its health-giving properties. Especially in this climate, adapted to those afflicted with pulmonary complaints, asthma, etc., Colorado possesses life-giving resources for the consumptive in the incipient stage of the disease, for bronchial affections, and for the overworked generally.

MINERAL SPRINGS.

Hot, warm and cold mineral springs, sending forth sulphur, iron, soda, chalybeate, etc., in endless variety of kind and strength, abound in numerous localities throughout the Colorado country, and are charged with health-giving properties conducive to strengthening suffering invalids and refreshing the robust tourist. The existence of such a variety of mineral springs *in the same region*, is truly wonderful.

HUNTING AND FISHING.

For those who delight in hunting and fishing, the very best opportunities are afforded to pursue the sports, as game of all descriptions is found in abundance, both small and large, the streams being full of speckled trout and various other fish. Hundreds of people go to Colorado and *camp out* during their stay, passing a charming season, to be ever after referred to as a event of the utmost pleasure, as the climate is of a character to admit of camping out at all times with comfort.

DENVER.

There are many attractions close around this beautiful city, where many pleasant days can be passed before visiting the other numerous points of interest in the surrounding country.

PUEBLO,

909 miles from St. Louis, 634 miles from Kansas City, western terminus of the Atchison, Topeka and Santa Fe Railroad. Population, 6,000; 120 miles from Denver, via Denver and Rio Grande Railroad; the business centre of Southern Colorado, the second city in wealth and population in the State, and the location of the "Pueblo Colony." The view is grand and beautiful, the eye taking in at a single sweep the magnificent promontory of Mount Cheyenne, the South Park and the Greenhorn Range. Eastward rolls out the boundless ocean of the Plains; to the south tower the twin Spanish Peaks, and to the north, the snow-crowned crest of Pike's Peak.

COLORADO SPRINGS,

45 miles from Pueblo, and 75 miles from Denver; altitude, 6,000 feet; population, about 4,500. This place was

laid out in 1871, and in rapid growth and solid enterprise is not exceeded by any town in the State. It has wide streets and avenues, and spacious squares; over forty miles of irrigating ditches have been constructed; and twenty-five miles of trees have been set out in the town. Everything possible is being done to heighten the attractive character of a spot upon which nature has lavishly bestowed so many advantages. Colorado Springs has already established itself as a delightful resort for invalids, and the attractions in its vicinity are unexcelled for tourists.

From this point you can visit, four and one-half miles distant, the famous *Cheyenne Canon*, which exceeds in grandeur and magnificence both the Weber and Echo Canon, having seven natural waterfalls, one of which is estimated at 300 feet. This Canon is pronounced unsurpassed by anything found in the Alps. Within five miles is the wonderful *Garden of the Gods*, with its huge and fantastic rocks—well worth a long journey to see. The remarkable rock formation of the Garden of the Gods excites the awe and admiration of all beholders. *Glen Eyrie* (home of General W. J. Palmer, President of the Denver and Rio Grande Railroad) four and one-half miles distant, is in this most romantic beautiful glen—the famous

MANITOU SPRINGS,

An absolutely fashionable watering-place, and fast becoming known as the "Western Saratoga." Stage fare from Colorado Springs to Manitou and return, \$1.50. Manitou, situated at the base of Pike's Peak, and in one of the most beautiful valleys, is truly a grand spot and one of the most famed places on the globe. In this vicinity,

nity are the Garden of the Gods, Canon of the Fountain, Cheyenne Mountain, scarcely less sublime than Pike's Peak, Cheyenne Canon, Glen Eyrie, Ute Falls and Rainbow Glen, Monument Park, and Petrified Forest, Bergen Park, Engleman's Canon and the Beautiful Gate. These great healing mineral springs, first discovered by General Fremont in 1841, and which have since become world renowned, are seven in number, named "Navajoe," "Manitou," "Comanche," "Shoshone," "Arapahoe," "Misha Tunga," Pawnee." Bath houses have been erected, in which hot, tepid or cold baths can be taken as desired. The wide reputation of these springs is not undeserved, and the different ingredients with which the waters are charged, considering their proximity, is quite remarkable. They are more like the Seltzer Springs of Germany than any other yet discovered on the American continent. In addition to the wonderful curative properties of the Springs, the purity of the atmosphere and the great scenic attractions have the most astonishing effect on the invalid. During the last season more than five thousand persons visited the Springs, over five hundred of whom ascended Pike's Peak.

The hotel accommodations are excellent; but you will find hundreds camping out. Among the attractions not described, tributary to Manitou and Colorado Springs, is *Monument Park*, full of fantastic formations, of which Fitzhugh Ludlow wrote: "It contains obelisks, truncated columns, shafts and urns, statues, plain horizontal tablets, and royal sarcophagi. There was a variety about the style, and a naturalness about the grouping of the monuments which seemed well nigh inexplicable on the ground of mere geological chance."

Another object of interest is *Pike's Peak*, altitude 14,216 feet. To sleep over night upon the Peak, and rise to see the sun first cast its rays over the vast plains lying between you and the Missouri river, is an event to be remembered for a lifetime.

MOUNTAINS OF COLORADO.

The mountain ranges of Colorado cover an area of from 60,000 to 70,000 square miles. This excludes, bodily, the entire territory east of this point. All Switzerland covers but 16,000 square miles, or, to be accurate, 15,990. The fact is, Switzerland, compared to Colorado, is as one of the little wooden toy cows to a living buffalo. You can take up the whole little State and set it down in either the North, Middle or South Parks without touching the rim of the mountains which wall in these grand and singular enclosures. These parks are each of them from 24,000 to 28,000 square miles in extent, the San Louis is nearly as large as all three.

[Route L.]

KANSAS CITY TO ATCHISON OR DENVER.

Via THE ATCHISON, TOPEKA & SANTA FE RAILWAY.

DISTANCE from Kansas City to Denver *via* this popular line, 753 miles; time 33 hours.

From Kansas City the tourist has still another popular route which he can select, which will take him to all the various points in Kansas, Colorado and New Mexico, over one of the smoothest and best constructed and equipped railways on the American continent. Having purchased his ticket *via* the Atchison, Topeka and Santa Fe Railway, the traveller has his choice of two

prominent starting points, one at Kansas City, and the other at Atchison. At either of these points close connections are made with the through routes from the East. Daily express trains are run on this line from Atchison and Kansas City, with Pullman palace drawing-room and sleeping cars attached; to Pueblo, where passengers change cars for Denver and Rio Grande Railroad, (narrow gauge), running in a southerly direction towards Denver. This is the direct route for Colorado Springs, Manitou, Pike's Peak, Garden of the Gods, Monument Park, and nearly all Colorado's famous resorts.

The country all along the whole line of the Atchison, Topeka and Santa Fe Railway is fast becoming more thickly settled, and during this past year their land sales have been enormous. These lands, offered for sale by this company, are for the most part very fertile and productive, and as the finely equipped trains of this line sweep over the cultivated farms, charming pictures are afforded the tourist, which, as the mountains are neared, become more beautiful.

After leaving Kansas City, a distance of 60 miles brings us to Topeka, which is the capital of Kansas, and 50 miles from Atchison. At Topeka, the two branches of this line unite. Continuing our journey westward beyond Topeka, we pass a number of thriving and enterprising towns, among the most important are Burlingame, 93 miles, Osage City, 101 miles, Emporia, 127 miles, Cotton Wood, 147 miles, Florence, 172 miles. From Florence, a branch of the main line branches off, and runs 30 miles, to Eldorado, and at Newton, 201 miles, another branch diverges to Wichita, 27 miles. From Newton west to Pueblo, 433 miles, the route

follows along the fertile valley of Arkansas River, through a section of country which has the reputation of being one of the finest farming and stock-raising sections in America. The towns, through which we pass on this section of the route are unimportant, being simply small settlements, the first of which is Hutchison, 234 miles, Sterling, 253 miles, Great Bend, 285 miles, Larned, 307 miles, Dodge City, 368 miles, Granda, 497 miles, and Los Animas, 547 miles. Just before reaching the last named point, the tourist catches the first glimpse of the Rocky Mountains, yet 90 miles distant; shortly the renowned Pike's Peak shows up in the distance. A little way on the Spanish Peaks reveal their snow-capped crowns; and as we near Pueblo, a magnificent picture presents its many beauties for all to behold who are lovers of the wonderful works of nature, which, indeed are everywhere in this section of Colorado to be seen in all their loveliness. Pueblo, is the principal city of Southern Colorado, situated in the very centre of a rich agricultural and grazing section, and has a population of 4,000 souls, and is well laid out, but the buildings are very unpretentious, amongst them is a Union Depot, where connections are made with all trains of the Denver and Rio Grande Railroad to convey the tourist on to Denver, 119 miles distant, passing

COLORADO SPRINGS AND MONUMENT.

whose many attractions we have previously described. Other summer and health resorts of Colorado and New Mexico, will be noticed at length after leaving Denver on page 439.

[Route M.]

DENVER TO CHEYENNE.

Via THE COLORADO CENTRAL RAILWAY.

THE tourist, who having finished his sojourn in the city of Denver, and wishes to continue his journey across the continent, will enjoy his trip over the Colorado Central Railway to Cheyenne, a distance of 131 miles, where connections are made with all trains of the Union Pacific Railway, East or West. This latter railway has a branch which extends from the main line at Golden to Georgetown, 20 miles distant. Either of these lines traverse exceedingly picturesque sections, which afford views of the most lovely mountain scenery to be seen in the great State of Colorado. Golden is situated near the line of the foot hills of the mountain, 16 miles from Denver, between two picturesque hills, and the North and South Table Mountains; it is also in the centre of an extensive mining region, and is the starting point to the celebrated Bear Creek Canon, which by waggon road is only 6 miles distant. At Golden, the mountain division of the Colorado Central Railway, separates from the main line, and passing through Clear Creek Canon, follows the course of the Creek on through one of the wildest and most sublime localities in America. This celebrated Canon is very narrow, and the irregular walls of rock often rise to a height of from 1,000 to 2,000 feet; every course of the road presents a new and amazing picture. If the tourist desires to observe the beautiful scenery to advantage, he should by all means secure a seat in one of the "Observation cars," which are run on this line. These sights are indeed worth coming thousands of miles


to see, and there is no railway in this country that can offer to the tourist scenery equal to these, of as wild and wonderful a character. Another enterprising town worthy of mention is Black Hawk, distant 37 miles from Denver, and considered one of the busiest mining towns in Colorado. It is built irregularly along the mountain sides, and the most extensive reduction works in Colorado, with stamp mills and founderies, are located here. Only one mile distant lies Central City, which is an extensive mining town, having a population of 2,500 inhabitants. Central City is very pleasantly situated on the slope of the mountain, having an elevation of 8,300 feet, and has a large number of quartz mills, also a United States Land and Assay Office. The Georgetown Branch separates at Fork Creek, 29 miles from Golden, and continues for a distance of nine miles to Idaho Springs. The Beebe House is the principal hotel here, and is first-class in all its appointments. Idaho Springs is a beautiful little village, pleasantly situated in a lovely valley, where it nestles among the high mountain ranges, 7,800 feet above the level of the sea. The air of the place is invigorating, and remarkably fresh and pure, but the hot and cold mineral springs to be found here form its chief attraction. These waters are used chiefly for bathing purposes, and extensive bathing establishments and swimming-baths, have been erected, in which baths may be had at the natural heat of the water as it bubbles from the earth, or at lower temperature. In the summer season, this little village is perfectly alive with tourists, who have journeyed hither from all parts of the country. A distance of 12 miles from Idaho Springs, will bring the tourist to

Georgetown, an important mining town, having a population of 3,500. This is a most delightful spot, on South Clear Creek, at an elevation of 8,412 feet, and said to be the highest town in the world, being 5,000 feet higher than the famous Glacier-Walled Valley of Chamounix. It is enclosed in a beautiful amphitreatre of hills, mountains and cliffs; has beautiful broad streets and is separated by a pebbly brook, which winds through it in a silvery current; in this neighbourhood are many romantic spots; just above Georgetown, is situated the Devil's Gate, this is a profound chasm through which one of the branches of Clear Creek foams and leaps; only a short distance from here may be seen Green Lake, whose waters are of a bright green color, this color is produced on account of a coppery sediment forming on the rocks at the bottom; at Georgetown are to be seen tourists from all sections of the country, many of whom make it their place of sojourn during the summer. From this point only 45 miles distant, the famous Hot Springs, situated in Middle Park may be reached; it is also the principal starting point for Gray's Peak and is only a short distance to the summit which is 14,251 feet above the level of the sea, no tourist who can afford the time can in justice to himself leave Georgetown without ascending this lovely Peak, and viewing the surrounding country, which from the pinnacle is perfectly grand. Continuing his journey from Golden, in a north-westerly direction *via* the splendidly equipped trains of the Colorado Central Railway, a distance of 24 miles brings him to Boulder, which is a thriving, mining town located near the celebrated Boulder Canon, thus making it very interesting to tourists. Driving up the Canon

we pass through a tremendous Gorge, in the mountain; all along the drive the eye beholds walls of solid rock, that rise in many places to the height of 3,000 feet; only a short distance from Boulder, some eight miles beyond are located the Falls of Boulder Creek. Passing on up to the head of the Canon we come suddenly upon a beautiful mining settlement, called Longmount, only 18 miles beyond Boulder. The tourist can make a delightful trip through the lovely Estes Park from here, if he chooses, or he can pay a visit to the summit of Long's Peak, only 36 miles distant. Much has been written describing the many attractive beauties of Estes Park, we can only add the views here to be seen are perfectly sublime, that of Long's Peak, 14,088 feet high, affords one of the grandest views to be obtained in Colorado. Leaving Longmount the railway gradually nears the mountains, until it crosses the fertile valley of *Cache la Poudre*, at Fort Collins, from here it continues along the base of the Rocky Mountains; all along the route for the last 50 miles the tourist, beholds some of the finest panoramic views of the snow-capped summits of the Rocky Mountains, until arriving at Cheyenne, 131 miles from Denver.

For full description of Cheyenne, see descriptive notice of the Union Pacific Railway, west from Omaha; marked Route N.

OMAHA.

AVING previously conducted the tourist from Chicago, *via* the three Great Through Lines, to the City of Council Bluffs, we will now accompany the traveller across the Missouri River by the magnificent iron bridge to Omaha, in Nebraska, sit-

uated on the west shore of the Missouri, 502 miles from Chicago, with a population of 30,000 and the chief city of Nebraska. It derives its principal importance from the great Pacific transit through it and the commercial supply of a wide section, making it the great central point between Chicago and San Francisco. Omaha is destined to be one of the largest cities in the West. The site is a plateau rising from the river westward to the Bluffs, and the city presents a fine appearance to the traveller crossing the wide Missouri Valley from the eastward. The hills on the west command a splendid view of Council Bluffs on the east. The wide Missouri river for miles north and south, and an extensive stretch of wide, undulating prairie covered with rich farms on the west. Omaha has a number of first-class hotels well worthy of the patronage of the traveling public. The bridge at Omaha, across the Missouri, is a beautiful structure, built of iron, at a cost of over \$1,000,000, 60 feet above high water mark and has a railway track. There are in Omaha a great many fine church edifices, some of which are very handsome. The High School is a magnificent building erected at a cost of \$200,000, and the brick buildings in different parts of the city used as graded schools are all of the first order. Here are situated the extensive shops of the Union Pacific Railway, also large smelting works for refining silver ore from the mountains. Iron works and manufactories of various kind, which give employment to many mechanics and laborers; while the trade of the western mines and country adjacent to the connecting railroad supports a large wholesale business. The bank-

ing business of Omaha exceeds that of many cities of three times the population.

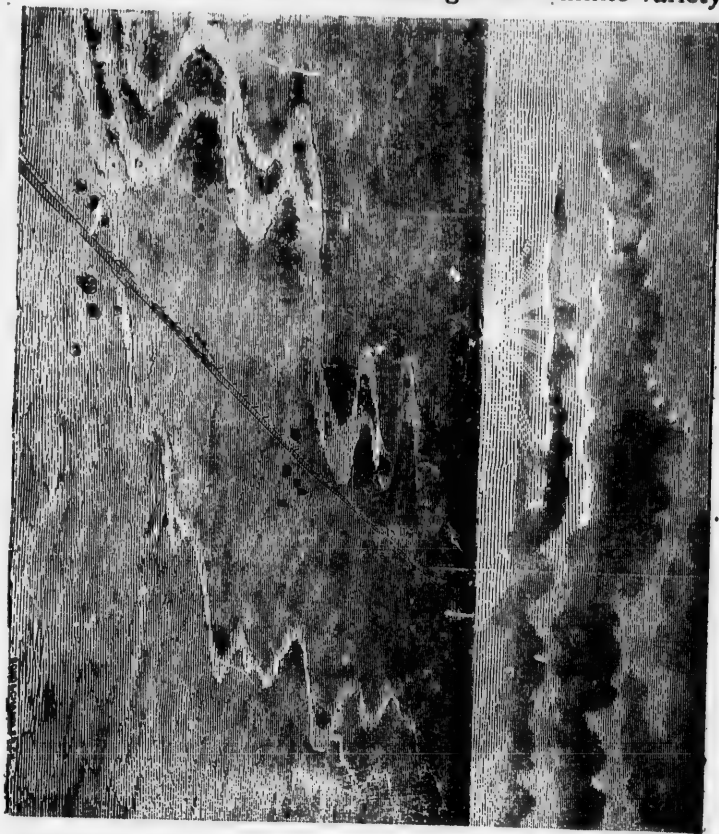
[*Route N.*]

FROM OMAHA TO OGDEN,

Via UNION PACIFIC RAILWAY.

BEFORE proceeding west from Omaha on the Great Pacific route, a few observations are worthy of notice. First, no apprehension of the length of the route need be entertained, as to anything more than easily endurable fatigue. The road throughout, from Omaha to the Pacific, being thoroughly laid with steel rails, the track well ballasted, a large proportion of it straight and level, and the moderate rate of speed, making the motion smooth and easy, so that reading, writing, card-playing, conversation, or eating—if lunch is carried—are all practicable and easy throughout. Second, to secure the full charm of the route, berths in the Pullman sleeping carriages are almost indispensable for night and day travel on the Union Pacific road, as are the Silver Palace cars of the same character correspondingly necessary beyond Ogden, on the Central Pacific railroad. The cost of using these coaches, with freer room and greater privileges by day and comfortable sleeping accommodations by night, will be found but a trifle added to the price of tickets (only \$8.00 from Omaha to Ogden, and \$6.00 from Ogden to San Francisco), and we can truly say to the traveller no wiser additional outlay can be made, as no more complete luxury can be found on any line of travel. Third, the trains stop at convenient stations for meals, which will be found good enough for all practical purposes, and many of them are excellent.

Fourth, at some portions of the long ride there is always dust, and linen or other dusters (wraps) are indispensable, while the same stout clothing, needed all the year at San Francisco and other places on the immediate Pacific coast, is often found pleasant at that point of the route which crosses the Rocky Mountains. Fifth, to the intelligent and observing, the ride is by no means monotonous, at least on the first crossing—the infinite variety



BIRD'S-EYE VIEW OF THE PLAINS—AS SEEN FROM THE LOUP FORK RIVER.

of scenery making such monotony impossible. The first few hours from Omaha show the prairies in perfection, with an absolute level fertility, though unwooded. The Platte River on the left, and a sea of living green. The second day of the journey changes the prairies to the plains, with less fertility, some bluffs and low river scenery; while, also, on the second day, the snow-crested Rocky Mountains are seen. The route of travel roughens, and the mountains themselves are crossed; to these succeed the High Plains of Laramie; then the Desert, with rocky bluffs; then the Wahsatch Mountains, generally snow-crowned, and the grand scenery of Echo and Weber Canons; penetrating through them to Ogden (with its detour of Salt Lake City). Beyond Ogden occurs the first grand scenery on the left of the Wahsatch the Great Salt Lake, &c.; then succeeds the Great American Desert with its characteristics of desolation, indicated by the name. The Valley of the Humboldt, with some approach to fertility, followed by the Great Nevada Sandy Desert, more desolate than any preceding, but curious in its bluffs and rock formation. Then follow the noble and wild scenery of Sierra Nevada Mountains, which are nearly always snow-crowned. The tremendous cliffs over and around the summits of those mountains, with nearly forty miles of snow sheds, very substantially built; views of the Great Gold Mining sections and operations; the thrilling descent of the Sierra to the English-looking and fertile plains of the Golden State, *California*.

The following table shows all the stations between Omaha and San Francisco, on both the Union Pacific and Central Pacific Railroads, with the distances from

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Omaha and the altitudes of all points along the route above sea level.

Those in capitals are the most important stations.

<i>Distances West from Omaha.</i>	STATIONS ON THE UNION PACIFIC RAILWAY.	<i>Elevations above Sea Level.</i>
	OMAHA DEPOT.	966
3	Summit Siding.	1142
10	Gilmour. [Entrance of the Papillon Valley.]	976
15	PAPILLON.	972
21	Millard.	972
22	Elkhorn, Neb. [Entrance of the Platte Valley and crossing of the Elkhorn River.]	1150
31	Waterloo.	1150
35	Valley.	1120
	Riverside.	1126
47	Freemont. [Connection with the Chicago and North-Western Road by California Junction, and with the Fremont and Elkhorn Valley Railroad. <i>Refreshments here.</i> First views of the Platte River on the left.]	1270
54	Annes.	
62	North Bend.	1259
69	Rodgers.	1359
76	Schuyler.	1335
84	Richland.	1440
92	Columbus. [With bridge across the Platte River; a R. R. crossing the Loup Fork River near. Pop. 3,000. County seat of Platte County.]	1432
99	Duncan.	1470
109	Silver Creek.	1534
121	Clark's.	1610
132	Central City. [County seat of Merrick County. Population 500.]	1686

To the Far West, via the U. P. R. 447

142	Chapman's.	1760
148	Lockwood.	1800
154	GRAND ISLAND.	1855

[Population 2,500. County seat of Hall County; $1\frac{1}{4}$ miles from Platte River. Grand Island, from which the station takes its name, is about 80 miles long by 4 miles wide; well timbered, of fertile soil, and by many thought to be the most beautiful spot on the Platte River. It is reserved by the Government and guarded by soldiers. Refreshments here.]

162	Alda.	1907
170	Wood River.	1974
183	Gibbon.	2046
191	Buda.	2006
195	KEARNEY JUNCTION.	2106

[Is the northern terminus of the Burlington and Missouri River R. R. of Nebraska, and an important supply station for Fort Kearney in the immediate neighborhood. Here daily stage connections are made with Bloomington, 60 miles south. County seat of Buffalo County.]

201	Stevenson.	2170
212	Elm Creek.	2241
221	Overton.	2305
	Josselyn.	2305
231	Plum Creek.	2370

[Scene of the great Plum Creek massacre of Railroad employees in 1868, which has passed into history as one of the most bloody tragedies of that lawless time.]

239	Cayote.	2440
245	Cozad.	2452
250	Willow Island.	2511
260	Warren.	2570
268	Brady Island.	2637
277	Macpherson.	2695

[This is a supply station for Fort Macpherson, on the opposite side of the river, named in honor of General James B. Macpherson. Situated 6 miles north of Fort Macpherson.]

285	Gannett.	2752
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291 NORTH PLATTE.

2789

[Population 1,800. County seat of Lincoln County. The confluence of the Platte and North Platte rivers is 4 miles east; the south branch runs parallel with the railroad, $1\frac{1}{2}$ miles south, while the north branch runs north of west, about 1 mile from the station. Here the extensive machine shops of the Union Pacific Railway Company are located.]

299 Nichols.	2882
308 O'Fallon's.	2976
315 Dexter.	3000
322 Alkali.	3038
332 Roscoe.	3105
342 Ogalalla.	3190
351 Brule.	3266
361 Big Spring.	3325
369 Barton.	3421
377 Julesburg.	3500

[County seat of Weld County, at the junction of South Platte River and Lodge Pole Creek, near Fort Sedgwick. The place has some activity, and was also famous, during the building of the Railway as being "The wickedest town in America."]

387 Chappel.	3702
396 Lodge Pole.	3800
406 Colton.	4022
414 SIDNEY.	4073

[An important station with railway repair shops and Sidney Barracks. Military station adjoining. Population 1,500. *Refreshments here.*]

423 Brownson.	4200
433 Potter.	4370
443 Bennett.	4580
451 Antelope.	4712
457 Adams.	4712
463 Bushnell.	4860
473 Pine Bluffs.	5026

[Wyoming Territory.] [Presents singular rock scenery in the neighbourhood.]

479 Tracey.	5272
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To the Far West, via the U. P. R. 449

484 Egbert. 5280

Burns.

496 Hillsdale. 5591

[Here we get the first view of the Black Hills; the snow-crowned peaks of the Rocky Mountains and Pike's Peak, Long's Peak and Spanish Peak of the Colorado Mountains, often visible at the south-west at the incredible distance of 170 miles.]

504 Atkins. 6000

508 Archer. 6000

516 CHEYENNE. 6041

[The principal city between Omaha and Ogden, the capital of Wyoming Territory. Population 5,000. The county seat of Laramie County, and the northern terminus of the Colorado division of the Union Pacific Railway for Denver and all points in Colorado, namely, Central City, Goulden City, Pike's Peak and other mountain and mining centres of Colorado, also a point of connection by the Denver Pacific Road, with Denver and thence by the Kansas Pacific road with Topeka, Lawrence, and other Kansas towns and St. Louis. Cheyenne is the great central distributing point and depot for freight and travel destined for Colorado and New Mexico, and the vast country to the north. From this point daily stages are run to the Black Hills. The neighbouring Big Horn Country, connected with the Custer tragedy, has contributed to invest this spot with painful interest.] *See Route M.*

522 Colorado Junction. 6325

531 Otto. 6724

536 Granite Canon. 7298

543 Buford. 7785

549 Sherman. 8242

[This is the highest point of railway over the Rocky Mountains, and also the highest railway station on the Union Pacific Railway, and named in honor of General Sherman.]

555 Tie Siding. 5857

559 Harney. 7857

564 Red Buttes. 7336

570 Fort Saunders. 7163

573 LARAMIE. 7123

[The county seat of Laramie County, Wyoming Territory. Population 2,500. Situated on the Laramie River, 1,203 miles from Sacramento. Is an important station, with railway machine shops near the North Park on the south and the Black Hills on the north, and very desirable for residence and mountain rambles. *Re refreshments here.*]

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581	Howell.	7090
588	Wyoming.	7068
599	Cooper's Lake.	7044
607	Look Out.	7169
616	Miser.	6680
625	Rock Creek.	6680
632	Wilcox.	6680
640	Como.	6680
647	Medicine Bow.	6550
656	Carbon.	6750

[Twelve miles from the base of Elk Mountain; excellent coal mines in the neighborhood. At this place was discovered the first coal on the Union Pacific Railroad.]

663	Simpson.	6898
668	Percy.	6950

[Here we have most sublime views of Elk Mountain.]

674	Dana.	6875
681	St. Mary's.	6751
689	Walcott.	6800
695	Fort Steele.	6560
704	Greenville.	6560
710	RAWLINS.	6732

[Population 1,000. County seat of Carbon County. Here are located the company's repair shops.]

717	Summit.	6821
724	Separation.	6900
731	Fillmore.	6885
738	Creston.	7030

[Located at the summit of the dividing ridge of the continent, though really lower than Sherman, although near the summit of the Rocky Mountains, $2\frac{1}{2}$ miles west of this point a flag planted by the wife of Captain Clayton near the track marks the summit, 7,100 feet above sea level.]

746	Latham.	6900
753	Wash-a-kie.	6697
763	Red Desert.	6710

To the Far West, via the U. P. R. 451

769	Tipton.	6714
776	Table Rock.	6890
780	Agate.	6785
786	Bitter Creek.	6685
795	Black Buttes.	6600
801	Hallville.	6590
806	Point of Rocks.	6490
812	Thayer.	6490
818	Salt Wells.	6360
826	Backster.	6300
831	Rock Springs.	6280
840	Lawrence.	6200
846	GREEN RIVER.	6140
[A thriving village. Fording place of the old overland stage route, and with fine views of the Uintah Mountains at the south and the Wind River Mountains at the north. From this point is the only regular stage route for the Sweet Water Mines and Wind River Valley. <i>Refreshments here.</i>]		
860	Bryan.	6340
[An important station and point of connection by stage with the Sweet Water Mining region and the once famous pass of the overland emigration.]		
867	Marston.	6245
877	Granger.	6270
888	Church Buttes.	6317
[With singular rock formations in the neighborhood, giving it the name, and the chief place of supply of the celebrated Moss Agates of this section.]		
897	Hampton.	6500
904	Carter.	6550
[Situated on the Big Muddy. A military, telegraph and passenger station, named after Judge Carter of Fort Bridger, who has a large warehouse erected here. Also a supply station for Fort Bridger, not far distant.]		
914	Bridger.	9780
919	Leroy.	7123
929	Piedmont.	6540
938	Aspen.	7835

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Hilliard.

7835

947 Millis.

6790

957 EVANSTON, Utah.

6870

[One of the most thriving towns of Utah. County seat of Uintah County; situated on Bear River with a population of 1,000. Extensive coal mines are found at this place. Evanston has a noted reputation for supplying the Alkali bread, of peculiar excellence. At this point, when available, the open "observation" car is attached to the westward bound train, for favorable views of the snow-crowned Wahsatch Mountains and through Echo and Weber Canons. *Refreshments here.*]

Almy Junction.

6870

968 Wahsatch.

6879

976 Castle Rock.

6290



VII VIEW LOOKING DOWN THE WEBER RIVER, FROM A POINT NEAR MORGAN CITY.

[Here the finely equipped train of the Union Pacific Railway enters the grand rock scenery of Echo Canon, and of Weber Canon, following with Pulpit Rock, the Thousand Mile Tree, the Devil's Gate, the Devil's Slide, and other notable features of one of the most remark-

able passes on the American Continent. The passage through this gorge affords the tourist views of some of the wildest and most striking scenery. These canons, through which the train passes, are depressions on the surface of the earth, not unfrequently two or three thousand feet in depth. The effect is always heightened by the sudden manner in which they occur, the topography of the land giving no intimation of their proximity.]

983 Emory. 5974

992 Echo. 5315

[Descriptive notice of Echo and Weber Canons after arrival at Ogden, terminus of the Union Pacific Railway.]

1001 Croyden. 5250

1008 Weber (station) 5130

1016 Peterson. 4963

[One mile beyond Peterson the brink of the torrent is neared, and the weird scenery of the Devil's Gate is before the traveller.]

1020 Devil's Gate (station). 4870

[At this point the line emerges from the gorge in which we have descended, 2,319 feet in 58 miles.]



THE DEVIL'S GATE, WEBER CANON, UNION PACIFIC RAILWAY.

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1025 Uintah.

4560

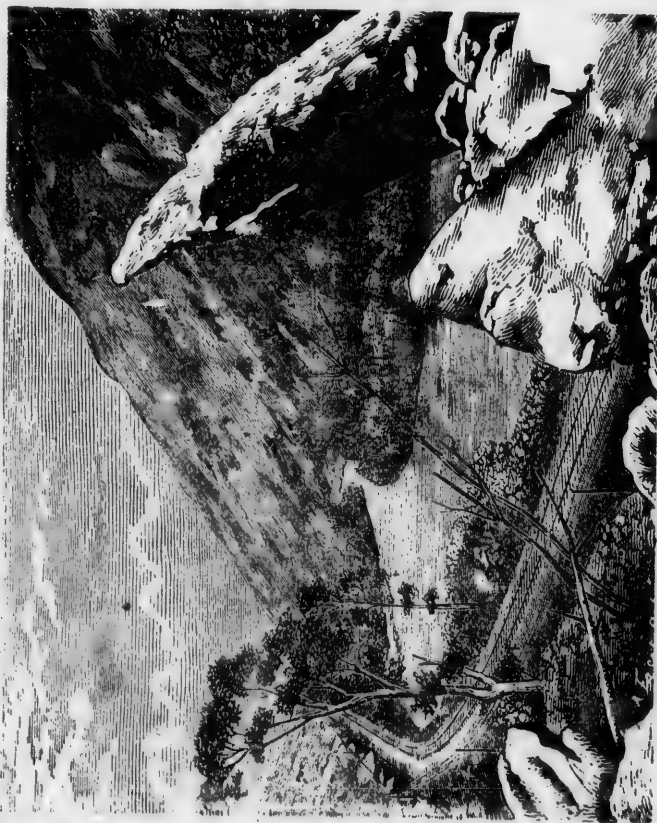
[Here we catch our first view of the Great Salt Lake.]

1033 Ogden.

4340

[Terminus of the Union Pacific Railway, connecting with the Central Pacific Railway. *Refreshments here.*]

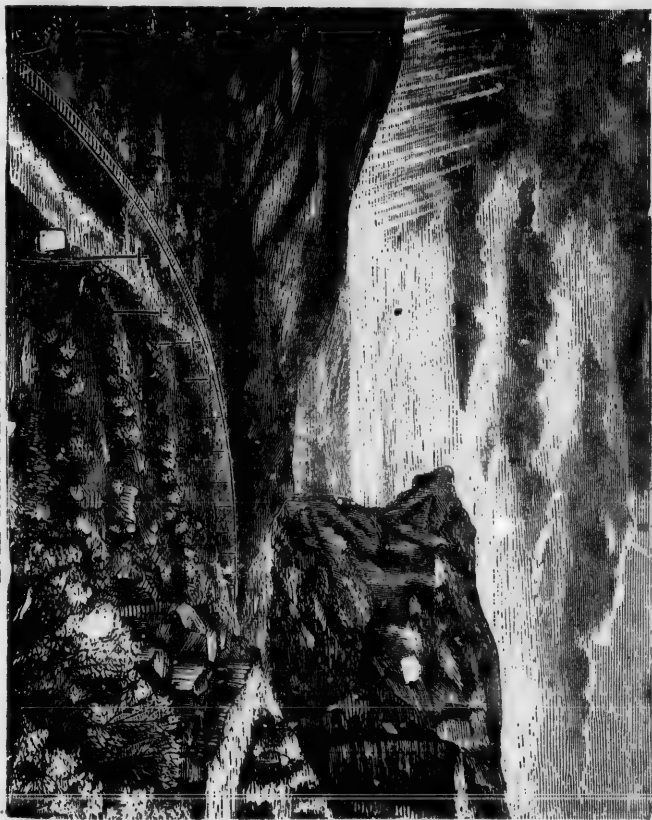
Entering Echo Canon at Castle Rock Station we have in quick succession "Castle Rock," with its arched doorway, giant pillars and towering battlements; "Needle



FINGER ROCK IN WEBER CANON, UTAH.

Rock," sharp pointed and standing out against the sky like a group of old church spires; "Winged Rock," a

mass of sandstone, which, from the train resembles the wings of some feathered monster; "Steamboat Rock," a great crag jutting out like the prow of a steamer with a cedar firmly planted on the end, resembling a flag in the distance, and "Sentinel Rock," lone and grim, keeping watch of the great pass. Echo Canon was well named for the shrill whistle of the engine, or the softer sound of the bell, reverberate along the walls and intermingle with the steady roll of the train, until a wild and



HANGING ROCK, ECHO CANON, UTAH.

FINGER ROCK IN WEBER CANON, UTAH.

almost deafening babel of sounds rise from the level of the stream below to the awful summits of the cliffs above.

Echo City is most beautifully situated in a lovely glen, few more attractive places could be found for a short sojourn if the tourist is not afraid of plain farm fare. The streams abound with trout, and small game is very plentiful.

Weber Canon has its multitude of attractions also. The rocks change in color to a deep gray, and are less extravagantly shaped as a rule than in Echo Canon, still often rising to a prodigious height and narrowing sometimes to the river's edge on either side. Here we find "Pulpit Rock" and "Hanging Rock," the former is said

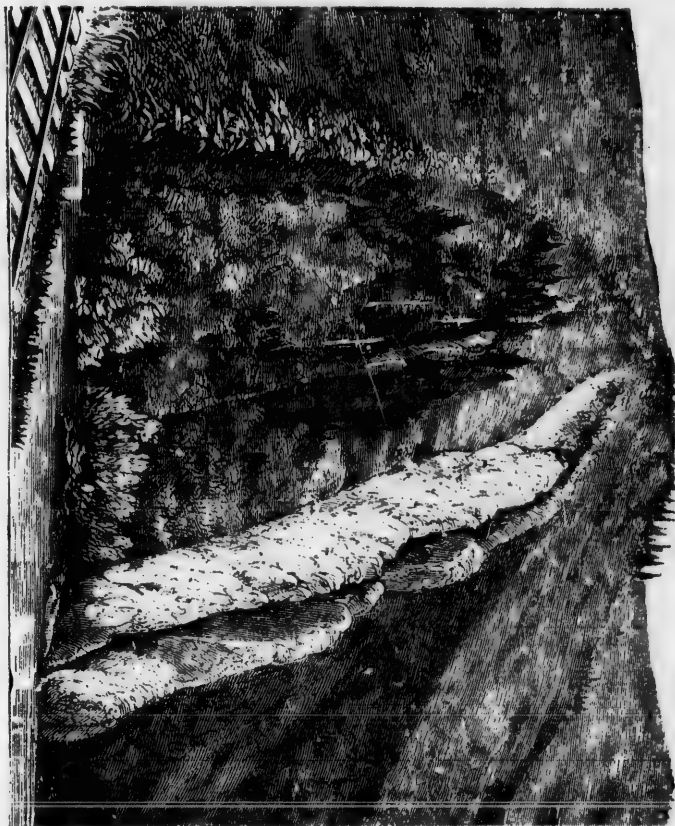


PULPIT ROCK AS SEEN FROM THE MOUTH OF ECHO CANON.

to be the point from which the late President Young led 400 members of the Mormon Church, and at Salt Lake City he delivered his first sermon to his chosen band of followers, on the eve of their entering the promised land. Six miles from Pulpit Rock may be seen, a thousand feet above the bed of the canon, the ruins of the fortifi-

cations erected by the Mormons to defend their pass against the army of General Albert Johnson, sent by President Buchanan in 1857. At this point of the Weber Canon the Union Pacific Railway makes the passage of the Wahsatch Mountain Range into the valley of the Great Salt Lake. Of Weber Canon has been written, "Imagine a mountain 800 feet high, composed of solid dark red sandstone, with a smooth and gradually

THE DEVIL'S SLIDE, ECHO CANON.



ascending surface to its very pinnacle, and only eight or ten degrees from being perpendicular. At the foot of this the Weber River winds its devious course; Extending from the summit to the base of the bluff is what is called the Devil's Slide, composed of white limestone; it consists of a smooth white stone floor from base to summit, about fifteen feet wide and as straight and regular in its formation as if laid by a stone-mason with a plummet." For nearly 40 miles the river rushes between two massive mountain walls, which close the landscape on either hand. Just beyond the Devil's Slide we pass the "Thousand Mile Tree," a thrifty pine, which marks the one thousandth mile from Omaha.



ONE THOUSAND MILE TREE, 1,000 MILES WEST FROM OMAHA.

OGDEN, UTAH TERRITORY.

OGDEN, Utah, is a Mormon town of considerable prosperity; the county seat of Weber Co., Utah Ter., with a population of 7,000, situated at the confluence of Weber and Ogden Rivers, and at the mouth of Ogden Canon, one of the gorges which pierce the

Wahsatch Range. It has two good hotels, besides the excellent railroad table at the depot, where supper and breakfast are served for the passengers by both Pacific railroads. Here also cars are changed and baggage has to be re-checked. An hour is allowed for all these purposes. Here the Ogden River has its exit from a lonely canon in the Wahsatch Mountains, just back of the city, and enters into the Weber River four or five miles below; Ogden is thus abundantly supplied with water power, which is utilized by flour mills, woollen mills, and other manufacturing enterprises. Here a novel feature is presented to the traveller. The clear mountain water is led through the street, through a gravelly hollow about two feet, and is used everywhere for irrigating purposes. The fine background of the rugged Wahsatch Range, the umbrageous foliage, and the wide level streets give the tourist a most favorable impression of the place on arrival. In the immediate vicinity of Ogden are to be found some of the finest grain and fruit farms in the territory. Within a radius of five miles from Ogden there are very productive iron mines. The ores are pronounced by experienced people to be the finest they have ever seen. This charming locality presents many inducements for the investment of capital in almost any branch of industry. To leave Ogden without driving up the Canon would be one of the greatest possible omissions on the part of the traveller; half a day is all that is required for this purpose and the liveries in the city are first-class and reasonable in their charges. Even the more famous canons offer no finer scenery than is to be met with here. The pure and limpid stream rushes past, bursting into cascades at short intervals, foaming

over the great boulders and anon settling into dark and silent pools, beneath the shadows of frowning walls; here the trout actually swarm and the disciples of old "Isaac Walton" may consider themselves in paradise when visiting this famous canon. Two or three miles up the river we come to the warm springs, and a short distance further on is a lovely wooded opening, where there are hot Sulphur Springs of valuable medicinal qualities. At places the walls of the Canon rise from the river brink almost vertically to a height of 1,500 feet, scarcely leaving room for a roadway at the foot. This Canon is not sterile, the sides and tops of the mountains being covered with foliage. The winding waggon roads are everywhere beautiful and picturesque. A few miles further on the tourist enters a most beautiful valley; here the walls of the Canon seem to have retreated, leaving space for several comfortable homes; indeed, we may say a small village nestles here beneath the towering granite walls. The inhabitants are to be envied the beauty and seclusion of their quiet retreat, and their grand and imposing avenue of communication with the outer world. Among the other attractions of Ogden may be mentioned Taylor's Canon and Waterfall Canon. At this last place a grand sight presents itself, the water rushing over the shelving rock has an uninterrupted fall of 400 feet. Ascending the Wahsatch mountains in rear of Ogden the tourist beholds a most extensive view of thousands of square miles of the surrounding country, with Great Salt Lake in the far distance. But we must not allow the beauties and attractions of Ogden to detain us too long, but rather let us hasten and give the tourist some idea of Great Salt Lake City.

[Route O.]

OGDEN TO SALT LAKE CITY.

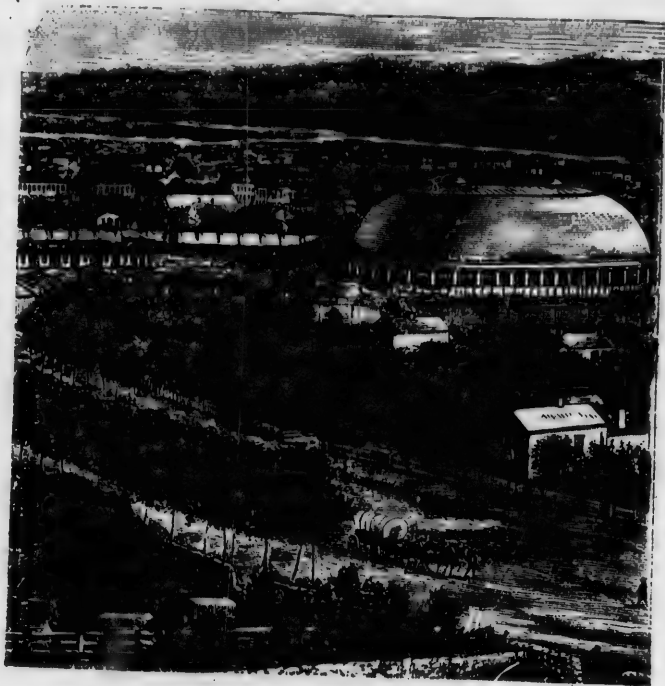
Via UTAH CENTRAL BRANCH U. P. R.



SALT Lake City, which is reached by the Utah Central Branch of the Union Pacific Railway. This branch was completed from Ogden to Salt Lake City in 1870 and was the first local road built in Utah. Like the six railways that have since been built in the territory, it was furnished, equipped and constructed without land grant or assistance from the Government of the United States, Utah's enterprising citizens shouldering the responsibility unassisted. Passing down the Great Salt Lake Valley with the Wahsatch Mountains (a part of them snow-crowned), rising boldly on the left and forming the eastern rim of the valley, the tourist beholds the Great Salt Lake with encircling mountains and bold islands forming the western boundary. The traveller reaches the bench lands overlooking Great Salt Lake and from this point, until leaving Utah, he is treated to never ending panoramas of the Great American Dead Sea. Salt Lake Valley is very fertile, though needing and receiving constant irrigation on account of deficient rain, and many Mormon farms and homesteads line its eastern side and nestle under the mountains nearly the whole way from Ogden. On this route the train passes through the settlements of Kaysville, 16 miles; Farmington, 21 miles; Centerville 25, and Wood's Crossing, 27 miles from Ogden, in rapid succession. These villages are the dwelling-places of thrifty Mormon farmers; the houses are usually buried in foliage and surrounded by orchards and grain fields. Continuing our journey for ten miles southward from Wood's Crossing, with the lake

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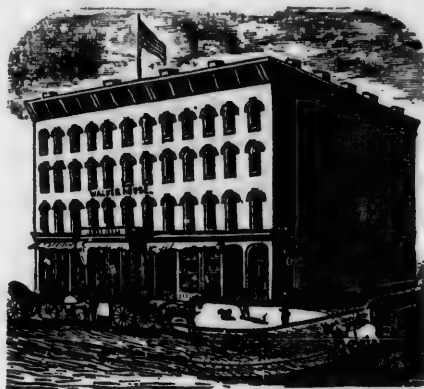
stretched out before us, we enter the renowned city of Salt Lake, 1,069 miles from Omaha and 37 miles from Ogden, with an altitude 4,261 feet above the level of the sea, and 43 feet above the Great Salt Lake. This famous city of the Saints is beautifully situated in the



VIEW OF SALT LAKE CITY LOOKING SOUTHWEST.

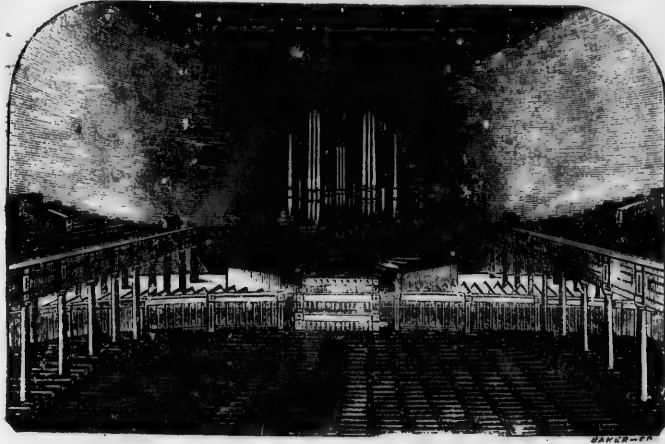
valley of the Salt Lake and is well laid out with wide streets, intersecting each other at right angles; rows of giant Elm, Mulberry, Locust and other varieties of shade trees border all the streets of the city and suburbs, and are continually refreshed by streams of pure mountain water, which ripple musically along the broad sidewalks.

everywhere. It is the universal verdict of travellers that only one or two cities on the continent of like size command such unvarying charms. One might become almost tired of the world and vote every other resort a bore but Salt Lake scenery. Salt Lake atmosphere and Salt Lake life would hold you with their pleasing peculiarities. The general aspect of the city is rural; passing through it in any direction one is surrounded by blocks upon blocks of cottages, each with its own garden and grounds, its masses of flowers and its graceful clumps of trees and flowering shrubs. This is, indeed, the city of cottage homes, and the number of people who own the houses they live in is greater than in any city in the Union. Mirrored on the clean bosom of the great lake the spurs of the Wahsatch Mountains rise to a great height a few miles to the east of the city, and north of the city the mountain of the Prophecy—revealed to Mormon leaders, it is said, many years ago—towers grandly above the surrounding heights. The Salt Lake hotels greet the stranger with such an hospitable and



THE WALKER HOUSE, SALT LAKE CITY.

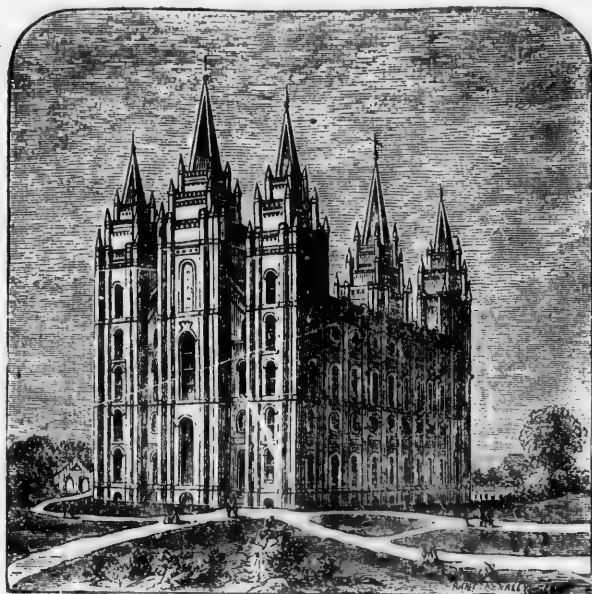
home-like air that he feels comfortable and at his ease at once. There are several first-class houses and many comfortable places of less pretension, but the Walker House takes the lead in the hotel business here, kept by that well-known veteran hotel proprietor, George S. Erb, formerly of Quincy, Ill., then for several years proprietor of the Union Depot Hotel at Ogden, but for several years past sole proprietor of the Walker House. This establishment bears the reputation of being the most fashionable and commodious hotel between Omaha and San Francisco, in point of size, elegance and the merits of its *cuisine*. This hotel is finished and furnished with every regard to comfort and luxury; it is supplied with a beautiful passenger elevator, has water and gas on all the different floors, and its rooms are large and well ventilated. It is situated on the principal thoroughfare of the city and in the immediate vicinity of the post-office, banks and principal places of interest to tourists and business men. For us to enumerate the distinguished people who have made the Walker House their home during the past ten years, would be almost like publishing the names of the celebrated persons who have visited the city during that period. The Townsend is another house which is rated as strictly first-class in every respect. Among the most notable buildings in Salt Lake City are, the Tabernacle, an immense oval, round-roofed structure, with the third largest organ in the United States, constructed of native timber and by home workmen. This building seats 15,000 people, who can make their exit in five minutes in case of fire or other accident. A beautiful fountain plays constantly in the centre, and the acoustic properties are so perfect that



INTERIOR VIEW OF MORMON TABERNACLE.

a whisper can be heard in any part of the house. Here the denominational services of the Mormons are held during the summer, while in the winter season the Old Tabernacle near by, and much smaller, is utilized for the same purpose. The next buildings of note are the Bee Hive and Lion Houses of the late Brigham Young, standing near together, with the Eagle Gate between them; the former building derives its name from the peculiarity of its structure. The City Hall is a handsome building and a credit to the city, and the theatre is one of the largest and most commodious in the west, and was formerly noted for the private boxes devoted to the late President Brigham Young's extensive family. The Temple is in course of construction, but will, perhaps, never be completed. It is built of granite from various quarries in the vicinity, and largely by contributions of the faithful in England. The Endowment House stands near the Tabernacle and is surrounded by

a solid stone wall 10 feet high, here all the Mormon marriages take place. Brigham's Block opposite contains the Tithing House, where the Mormon people pay their tithes, or one-tenth of their yearly income. The



NEW MORMON TEMPLE, SALT LAKE CITY.

tourist will observe "Z. C. M. I." on the signs of some of the shops (Zion Co-operative Mercantile Institution), showing the Mormon proclivities of the dealers. The principal business street is Main, or "East Temple street." Visits may profitably be paid to Camp Douglas, the U. S. military station, three miles from the city eastward, established in 1862 by General Conner, and overlooking the city from an elevation of 700 feet. The museum, situated just opposite the Tabernacle is, what it

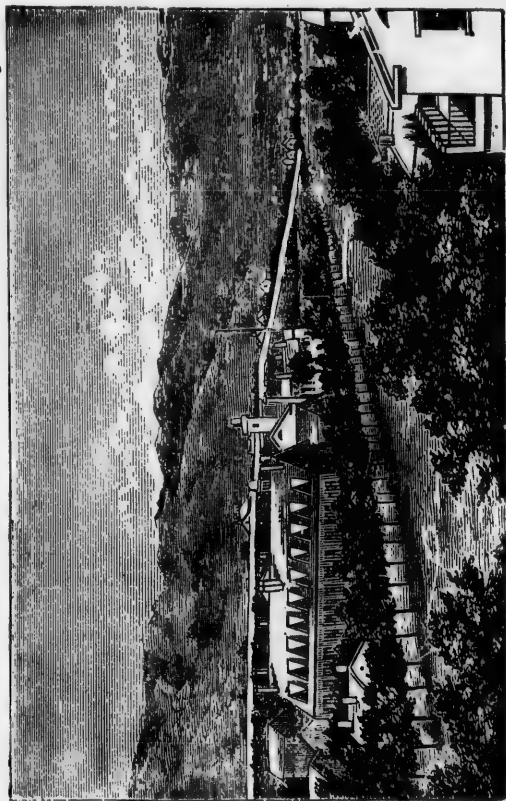
is represented to be, "Utah at a glance," here the traveller will find mineral specimens from the extensive mines of Utah, which have become famous throughout



THE LATE PRESIDENT OF THE MORMON CHURCH, BRIGHAM YOUNG.

the world ; the products of Mormon industry are worthy of special notice. Near the museum are the former residences of the late Brigham Young, one particularly striking building is " Amelia Palace," the residence of the late Prophet's favorite wife. The tourist will next

visit the mammoth Co-Op. Store. This magnificent structure is 300 feet long, 45 feet wide, three stories high and filled to overflowing with goods of every descrip-



RESIDENCE OF THE LATE BRIGHAM YOUNG.

tion, Before leaving Salt Lake we must call the traveler's attention to the celebrated Hot Springs and Sulphur Baths, situated inside the city limits, and which may be reached by the street cars. At the foot of a spur of the Wahsatch the lukewarm waters are emitted in great quantities, 10,000 gallons per hour, and are led directly

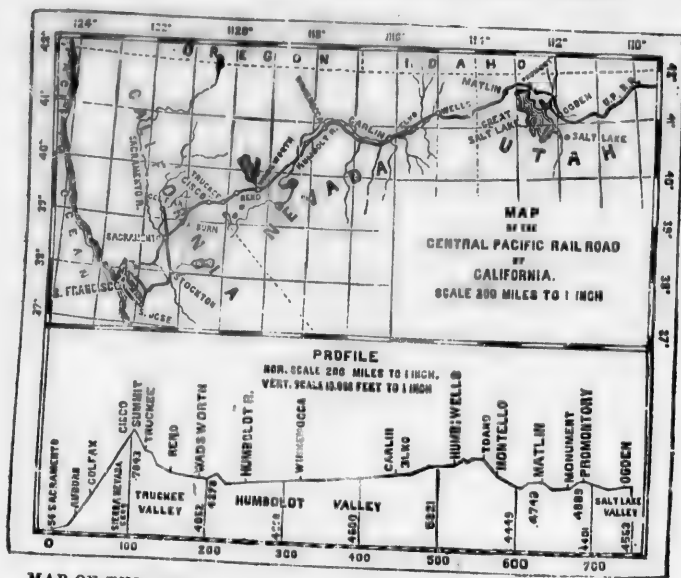
into three or four large "Bath Houses." Here we find a great plunge or swimming bath, a ladies' swimming bath, and a smaller institution of the same sort for boys. In addition there are small rooms where the tub and shower bath may be enjoyed privately, and Turkish hot air and Russian baths to suit special cases. The fresh sulphur water continually flows through the bathing rooms and no bath could afford a more delightful feeling of ease, or impart a more healthy glow and animation to the whole system. When one's ablutions are completed, parlors, waiting rooms and refreshments are not wanting, and the grassy lawn, with its noble trees, renders the spot one always to be remembered with pleasure.

A mile further north, also right at the base of the mountain are the *hot* sulphur springs; water spurts out with great force at a temperature of 200° or more. Eggs thrust into the pool boil in about regulation time, and meat can be cooked through (and seasoned too!) in an incredibly short period.

It is with reluctance that we leave Salt Lake City and its environs, so much is there to describe, admire and enjoy, and we feel sure that the tourist will leave it with regret also; it is a place to be remembered and revisited again and again.

We return now to Ogden by the route formerly described and prepare for our westward journey over the Central Pacific Railway to San Francisco, 985 miles from Ogden, at which point through passengers change from the Union Pacific Railroad to the silver palace cars of this celebrated California route.

470 *All-Round Route and Panoramic Guide.*

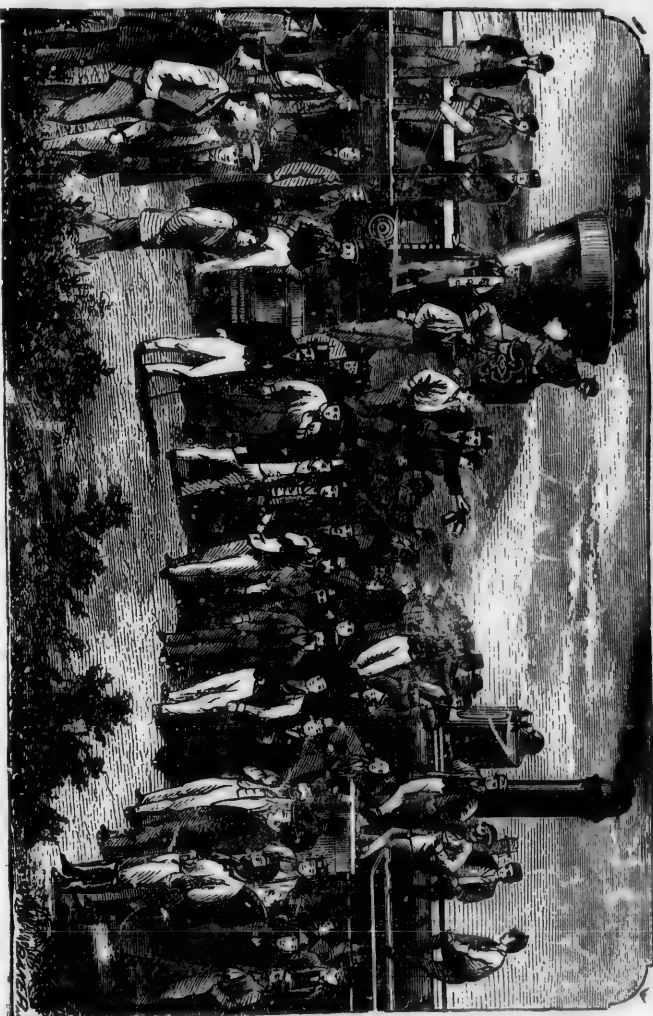


MAP OF THE CENTRAL PACIFIC R.R. OF CALIFORNIA. SCALE 200 MILES TO THE INCH.

[Route P.]

Distances West from Ogden.	STATIONS ON THE CENTRAL PACIFIC RAILWAY.	Elevations above Sea Level.
	OGDEN, Utah Territory. [Refreshments here.]	4340
10	Bonneville.	4310
25	Corinne. [An important station near the Great Salt Lake; also stage connections to Virginia, Helena and other mountain and mining towns of Nevada.]	4294
45	Blue Creek.	4943
53	Promontory. Promontory Point, so-called from strange rock protuberances near it, is located 1,034 miles west from Omaha and 600 miles east from San Francisco. Here on the 10th of May, 1869, was driven the last spike in the last link which joins the Atlantic with the Pacific coast.	4943

The last tie was made of California Laurel, trimmed with silver, and the last four spikes were of solid silver and gold. This was, indeed, an historic scene worthy of commemoration on canvas. Telegraphic communication was arranged with the principal cities of the Union, so that each might be notified at the exact minute at which the road was completed. The President of the road took the



THE CHAMPAGNE WEDDING. DRIVING THE LAST SPIKE CONNECTING THE U. P. AND C. P. R. R.



See Level
above
station

340

310

294

43

43

472 *All-Round Route and Panoramic Guide.*

hammer, made of solid silver, and to the handle of which were attached the telegraph wires, and with the first tap on the head of the gold spike, at noon precisely on the above date, the news of the event was flashed over the continent. Speeches were made as each spike was driven, and when all was completed cheer after cheer rent the air from the enthusiastic assemblage. Then the "Jupiter," a locomotive of the Central Pacific Railway Company, and locomotive, "No. 116," of the Union Pacific Railway Company, approached from each way towards the dividing line, where they rubbed their brown noses together.]

71 Lake.	4600
92 Kelton.	4500

[Commencement of the Great American Desert, where no living thing can be found except rabbits and lizards, and no vegetation grows except the pale sage brush and artemisia. Here connections are made by stage to Boise City, Rocks Bar and other mining sections in Idaho, and thence to cities of Oregon.]

114 Matlin.	4821
124 Terrace.	4450
135 Bovine.	4450
146 Lucin.	4400
157 Tecoma (Nevada)	4600
167 Montello.	4800
176 Loray.	5409
183 Toano,	5964
[Important station near the entrance to the Humbolt Valley.]	
199 Otego.	6180
205 Independence.	6115
211 Moors.	6100
219 Wells.	5650

[Here are to be seen the Humbolt Wells and their fertile oasis in the neighbourhood. Point of stage departure for Northern mines. Western terminus of the Salt Lake Division and the Eastern terminus of the Humbolt Division.]

227 Tulasco.	5418
240 Deeth.	5418
252 Halleck.	5220
276 ELKO.	5030

[Is 7,307 miles north of Omaha and 619 miles east from San Francisco; is the regular breakfast and supper station, meals being served in the Depot Hotel in first-class style. The hotel is kept by

Mr. Clark, who is too well-known to the travelling public as a genial host, to need further praise. Elko is an important station, with stage and waggon connections to White Pine, Wyoming and the famous Cornucopia Mining districts.]

288 Moleen.

5000

299 CARLIN.

4930

[Headquarters of the Humboldt Division and rival of Elko. Here the extensive repair shops of the Central Pacific road are located; has a population of 500.]

308 Palisade.

4841

[Here connections are made with the Eureka and Palisade R. R. (narrow gauge), for Eureka, Nevada, a very important mining town, and with stages for the White Pine mining districts.]



SCENE UPON ENTERING THE PALISADES OF THE HUMBOLDT, NEVADA.

474 *All-Round Route and Panoramic Guide.*

318	Cluro.	4785
327	Be-o-wa-we.	4695
337	Shoshone.	4636
348	Argenta.	4548
360	BATTLE MOUNTAIN.	4511
	[Here stage connections are made to Austin and Belmont, and distributing trade to Reese River and White Pine mining districts. Battle Mountain is so-called from a bloody Indian fight of which it was once the scene. <i>Refreshments here.</i>]	
379	Stonehouse.	4422
403	Golconda.	4384
420	WINNEMUCCA.	4332
	[1,453 miles west from Omaha and 475 miles east from San Francisco. Population 1,000; with stage connections for all points in Idaho territory. Here we enter the Great Sandy Desert, which is a land of desolation, and in winter weather the travellers suffer much from the keen alkali dust. From this point westward a sage brush plateau, 14 miles in extent, intervenes before our arrival at Humbolt.]	
440	Raspberry Creek.	4354
448	Mill City.	4355
460	HUMBOLT.	4262
	[1,492 miles west from Omaha and 435 miles east from San Francisco. Is really an oasis in the desert, adorned with a beautiful fountain filled with sprightly gold fish, fine foliage, fruit, flowers, etc. The place was quite barren a few years ago, but a judicious system of vegetation has made it an attractive spot. Good meals are served here at the Humbolt House by Chinese waiters, who are wonderfully expert, neat and courteous.]	
471	Rye Patch.	4257
481	Oreana.	4181
502	Granite Point.	4100
509	Brown's.	3929
521	White Plains.	3894
529	Mirage.	4247
536	Hot Springs.	4071
547	Desert.	4078
555	Wadsworth.	4077

[The western terminus of the Great Nevada Desert and commencement of the ascent of the Sierra Mountains. Picturesque scene]

To the Far West, via the C. P. R.

475

replaces the dead level of the desert with Pyramid Lake, some 20 miles due north.]

582 Vista

4403

589 RENO.

4525

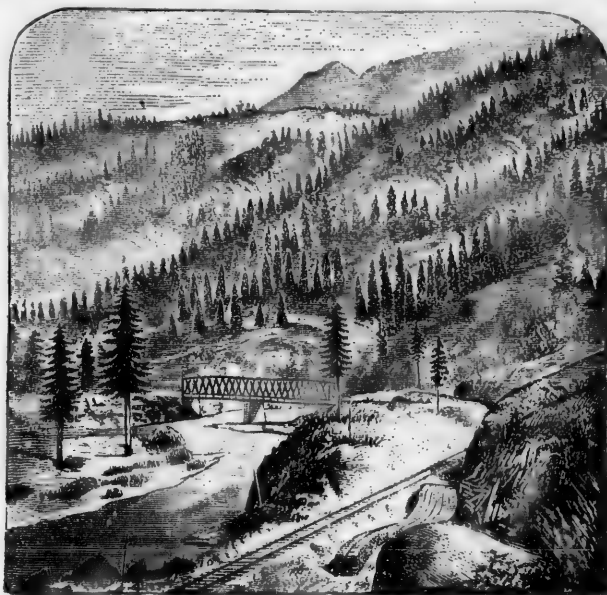
[Is an important town on the Truckee River, and a great mining centre of supplies and transportation, with railway connections to Carson City, Virginia City, Gold Hill, Washoe, etc. Is 1,622 miles west from Omaha, and 326 east from San Francisco and 59 miles from Virginia City. Lies 5 miles east of the base of the Sierras; has a population of 1,500. All trains on the Virginia and Truckee R.R. connect with all mining towns in the famous Comstock region. On the above railroad lies Carson, 31 miles from Reno and the capital of Nevada. Lake Tahoe, 15 miles from Carson and reached by stage, is said to be one of the loveliest sheets of water in the world. Twenty-one miles beyond Carson is Virginia City, with a population of 10,000, standing directly over the celebrated Comstock Lode. A tour of this wonderful country is worth all the time and expense given to it by the traveller. Returning to the Central Pacific we continue our journey westward towards the Golden Gate.]

600 Verdi.

4895

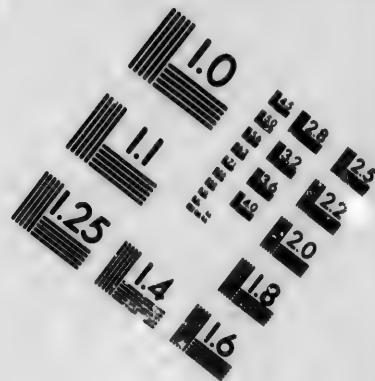
616 Boca.

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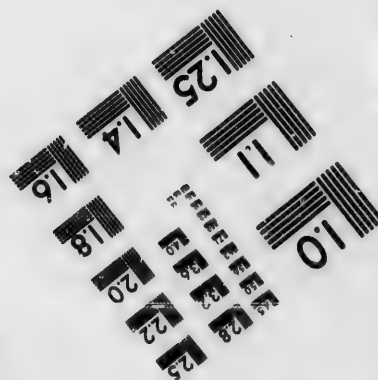
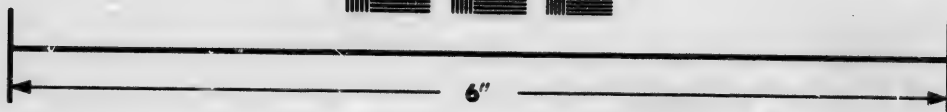


SCENE ALONG THE TRUCKEE RIVER.





A resolution test chart featuring several groups of horizontal and vertical lines of varying thicknesses. Each group is accompanied by a numerical value indicating its resolution. The values include 1.0, 1.1, 1.25, 1.4, 1.6, 1.8, 2.0, 2.2, 2.5, 2.8, 3.2, 3.6, 4.0, 4.5, 5.0, 5.6, 6.3, 7.1, 8.0, 9.0, 10, 11.2, 12.5, 14, 16, 18, 20, 22.5, 25, 28, 32, 36, 40, 45, 50, 56, 63, 71, 80, 90, 100, 112, 125, 140, 160, 180, 200, 225, 250, 280, 320, 360, 400, 450, 500, 560, 630, 710, 800, 900, 1000, 1120, 1250, 1400, 1600, 1800, 2000, 2250, 2500, 2800, 3200, 3600, 4000, 4500, 5000, 5600, 6300, 7100, 8000, 9000, 10000.



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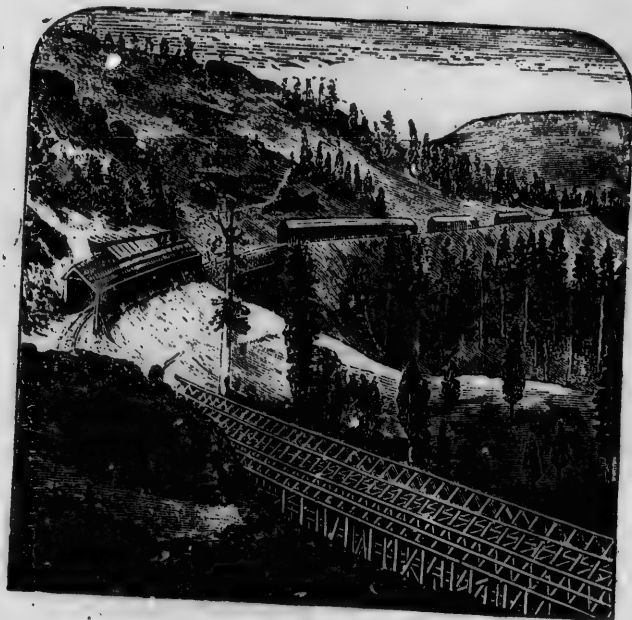
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624 TRUCKEE.

5819

[1,656 miles west from Omaha and 271 miles east from San Francisco. Population 1,000. A thriving town with numerous saw-mills and many characteristics of the early California town. Point of detour from the railway by stage to Lake Tahoe, 15 miles southward and previously described, and to Donner Lake a short distance northward. Truckee has fine mountain scenery in the neighbourhood. Not far westward from Truckee, passing up the Sierras through the snow sheds, are caught noble views of Lake Donner lying far below to the right.]



THE GREAT SNOW GALLERIES ON THE CENTRAL PACIFIC RAILWAY.
CROSSING THE SIERRA, NEVADA MTS.

639 Summit.

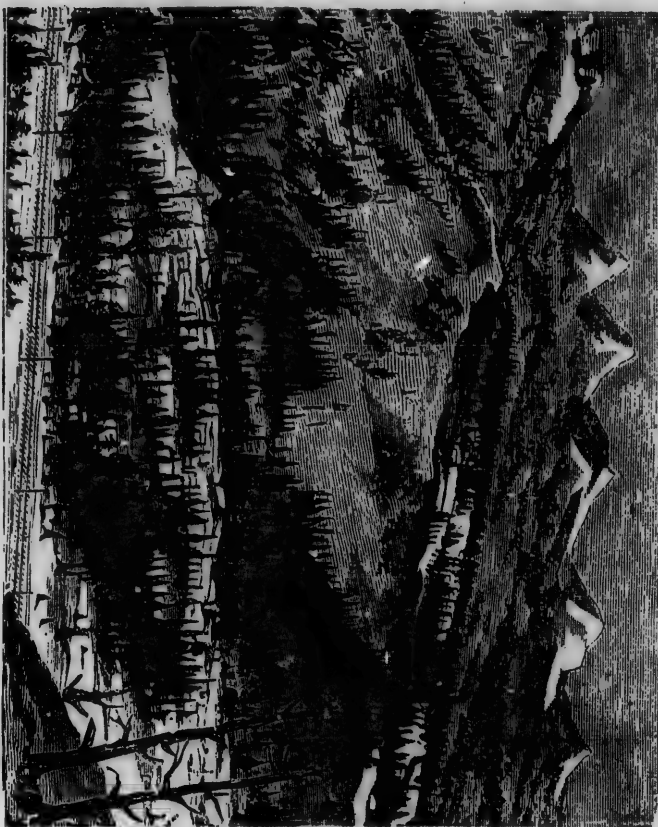
7042

[Fifteen miles from Truckee, 1,670 miles from Omaha, and 156 miles from San Francisco. Here the tourist reaches the highest point on the Central Pacific Railway, but far from being the summit of the Sierras. Their snow-clad peaks rising far above in all directions. The scenery here is indescribably grand. From this point there is a continuous descent into the valley, and numerous tunnels and snow-sheds are passed through. The largest is 1,659 feet long and the east range from 100 to 900 feet.]

5819

Tran-
mills
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SUMMIT OF THE SIERRA NEVADA MOUNTAINS, WITH AN ALTITUDE OF 10,000 FEET.



644	Cascade.	6538
652	Cisco.	5934
660	Emigrant Gap.	5221
666	Blue Canon.	4693
675	Alta.	3625

[Here and beyond may be said to commence the grand scenery of the descent of the Sierras, which is unexcelled anywhere in the world.]

[Here a glimpse is afforded of the Great American Canon, one of the wildest gorges in the Sierras, the walls of which are 2,000 feet in height.]



VII
VIEW NEAR SHADY RUN OF THE AMERICAN RIVER CANYON, SIERRA NEVADA MTS.

677 Dutch Flat.

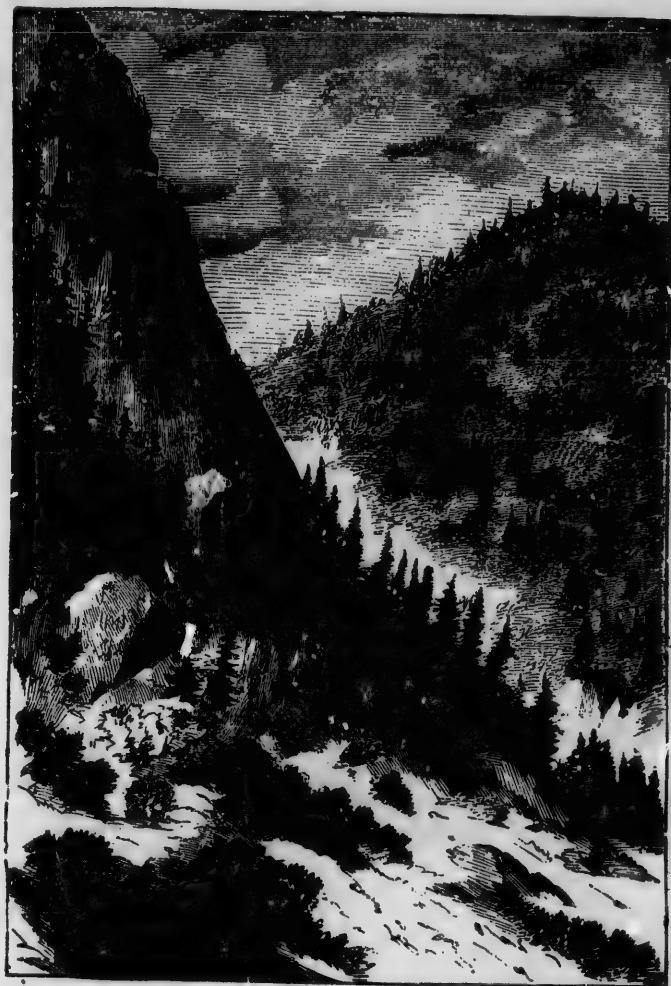
679 Gold Run.

3425

3245

[Situated in the neighborhood of which, from the car windows may be surveyed many of the effects, and some of the processes of hydraulic gold mining in California. Just beyond this point we come suddenly upon Cape Horn, a glorious and picturesque spot with the north fork of the American River winding at the bottom of the chasm, 2,500 feet below. All the overland trains of the Central Pacific Railway westward bound arrive at this delightful spot a little after sunrise, and stop here five minutes to give all an opportunity of viewing this sublime sight.]

VIEW NEAR SHADY RUN OF THE AMERICAN RIVER CANYON, SIERRA NEVADA MTS.



ROUNDING CAPE HORN ON THE C. P. R. R., AS SEEN FROM THE AMERICAN RIVER BELOW.

590 COLFAX.

3448

[An important station and the point at which begins the very steep descent of the Sierras. Here connections are made with the Nevada County Narrow Gauge R.R. Population 650. Refreshments here.]

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701 Clipper Gap.	1759
708 Auburn.	1985
713 Newcastle.	920
722 Rocklin.	269
726 Junction.	189

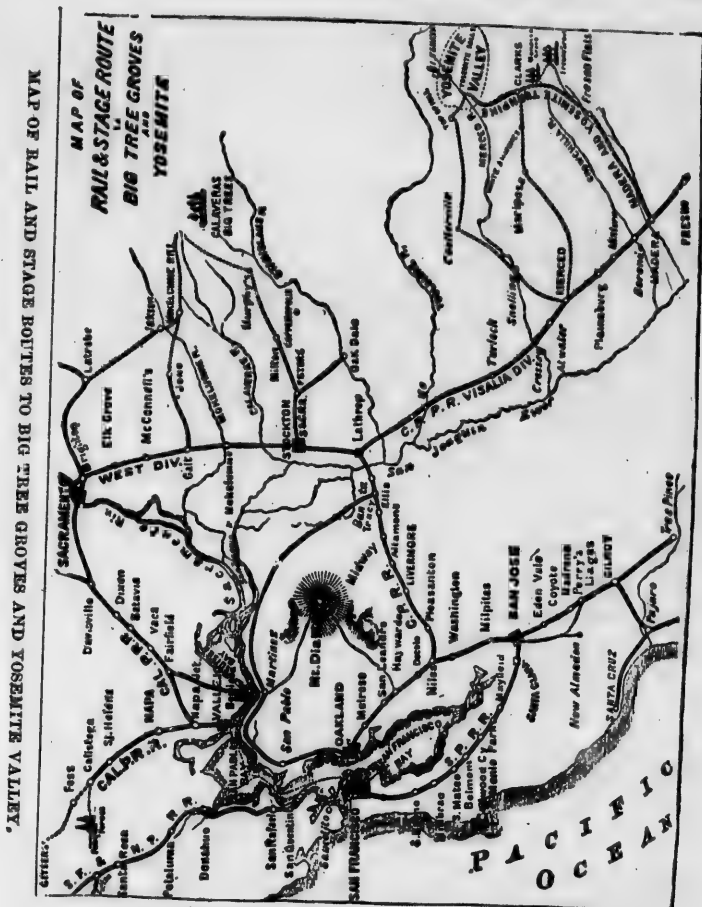
[Connections are here made with the Oregon Division of the Central Pacific Railway for Marysville, Chico, Red Bluff and Redding.]

730 Antelope.	154
736 Arcade.	76
744 SACRAMENTO.	56

[1,776 miles west from Omaha and 151 miles east from San Francisco, Sacramento is the capital of California, delightfully situated on the Sacramento River; has a population of 25,000, and is not far from Sutter's Mill, the scene of the memorable gold discoveries of 1848. The city is well laid out and substantially built. Many of the public edifices are imposing, but the chief of these is the State Capitol, unsurpassed by any structure of its kind in America. This superb building and its grounds occupy four blocks, the ground ascends in many terraces, crowned by the grand edifice itself. The terraces are beautifully laid out in flower beds, perfectly gorgeous in their luxuriant beauty, and beautiful drives and walks lead to the portals of the grand building. Its interior is the perfection of decorative art, and from the dome a fine view of the city is to be seen. The city is beautified by numerous superb private residences. Fine parks, promenades and drives offer their advantages to the public, and on the road to River Side on a fine afternoon the wealth, beauty and fashion of Sacramento are sure to be seen to advantage. Besides the extensive trade afforded by the railways, Sacramento has a large volume of business by river. Here are located the extensive shops of the Central Pacific Railway, which give employment to several hundred mechanics. Connections are made here with the California Pacific Railway and for all points in Oregon. *Refreshments here.*]

760 Elk Grove.	73
771 Galt.	70
792 STOCKTON.	46

[Here connections are made with the Amador Branch; it is the next considerable town, at the head of navigation on the San Joaquin River. Its population is about 18,000. It is the site of the State Insane Asylum, and an additional attraction is the Calaveras Grove of Big Trees, which is best visited by the Stockton and Copperopolis Railway to Milton, and thence by stage, 25 miles, to Murphy's (Hotel at Murphy's Camp), reached the same night; proceed by stage next day 15 miles to the Big Tree Grove of Calaveras, where the *Sequoia Gigantea* may be seen in their matchless glory; they



are the largest of all the arboreal products of the earth. The grove is divided into eight patches; in the grove proper there are nearly 100 trees amid other trees that would be gigantic elsewhere; the heights of those standing ranging from 180 to 350 feet, circumference from 30 to 93 feet; estimated ages of these trees from 1,400 to 2,500 years; most of the largest are named after distinguished statesmen and generals. On the smooth stump of one of the largest, now covered with a building in front of the hotel, 60 persons have danced in a set, and through the hollow remains of the fallen "Father of the Forest," believed to have measured 450 feet in height, tall men walk erect, short ones ride on horseback. The largest tree still standing

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is the "Mother of the Forest," which is dead and stripped of its saleable bark, some portion of which measured 30 inches in thickness. The Calaveras is 4,759 feet above sea level, and has an area of 3,200 feet by 700. The principal hotel at the Calaveras Grove is "Mammoth Grove House." Six miles distant from the Mammoth Grove is the South Grove, reached on horseback. Some of the trees are alleged to be larger than any of the others, while the number reaches over 1,300. Returning to Stockton the next point of interest to the tourist on the Central Pacific Railway is Lathrop. *Refreshments here.*]

801 LATHROP.

[Is a thriving town of the San Joaquin Valley, 1,834 miles west from Omaha and 94 miles east from San Francisco and the northern terminus of the Visalia Division of the Central Pacific Railway, and a favorite point of departure for the Yosemite Valley. *Refreshments here.*]

48

809 Banta.

812 Tracy.

45

827 Byron, *via* Niles.

45

840 Antioch.

859 Martinex.

861 Port Costa.

878 San Pablo.

45


891 Oakland Wharf.

[On San Francisco Bay, opposite San Francisco, to which the tourist crosses on one of the palatial ferry boats, owned by the Central Pacific Railway Company, and concludes his long and memorable journey to the great city of San Francisco.]

45

885 San Francisco.

SAN FRANCISCO.

AN FRANCISCO is one of the most remarkable cities in the world, as well as the metropolis of the Pacific coast. It is situated on the western side of the Bay of San Francisco, with entrance to the Pacific Ocean through the Golden Gate. Its old Spanish name was Yerba Buena, and it dates back to 1835. In 1848, the wonderful year of the gold rush, it contained 1,000 inhabitants; the next census will certainly assign it a population



CITY OF SAN FRANCISCO.

of 350,000 ; at least 30,000 of these are Chinese. San Francisco is immense in trade and wealth, and has a dashing enterprise unparalleled elsewhere. Market street is the starting point for the numbering of buildings on the streets, running therefrom in a northerly and southerly direction, and the water front for those in a westerly direction. One hundred numbers are allowed for each block between principal streets : for example, if one wishes to go to 624 Montgomery street he will find it on the east side of the block, extending from Clay street to Washington street, which is the seventh from Market street. Commercial and Merchant streets being private streets, again : 825 Clay street is above the eighth block from the water front, which is the one extending from Dupont street to Stockton street.

Montgomery street is the leading thoroughfare, at its northern end it extends to the top of a steep hill, from which point a commanding view is had of the bay, the opposite coast and the business quarter of the city. O.1

California street the principal banks, and brokers and insurance offices are located. The view from Telegraphic Hill, 300 feet high, at the northern extremity of the city, is unsurpassed. It embraces at once the city, stretching along the semi-amphitheatre of hill, and overflowing the depressions towards the Presidio on the west and the Mission on the south, both arms of, and the entrance to the bay, including the Island of Atcatraz, which is fortified. Angel Island, over 700 feet in height and Yerba Buena (Goat Island), the mountains of Marin County on the north, with the Peak of Tamalpais, 2,600 feet high, and the Contra Costa Range on the east, with the Monte Diablo rising in the background to the height of 3,700 feet. The summits of Russian and Rincon Hills, and the Shot Tower, 200 feet high, on the corner of Shelby and First streets, also afford fine views. Kearney street is also one of the leading retail streets.

The Chinese quarter is altogether worthy of a visit. The great sea wall of San Francisco is another noteworthy object, extending along the entire water front of the city, from Chestnut street on the north, to Harrison street on the south, a distance of 8,340 feet, costing \$2,500,000. The wall is 100 feet wide at the bottom, the foundation being laid 25 feet below low water mark. The top, which is 65 feet wide, is on the level of the city grade, and is laid with three inch plank, a large portion of which has been preserved by a process which renders it impervious to the effects of the weather. All the streets along the city front have a uniform width of 150 feet. San Francisco may boast of the two largest and costliest hotels in the world. The Palace situated at the corner of Market and New Montgomery streets, is

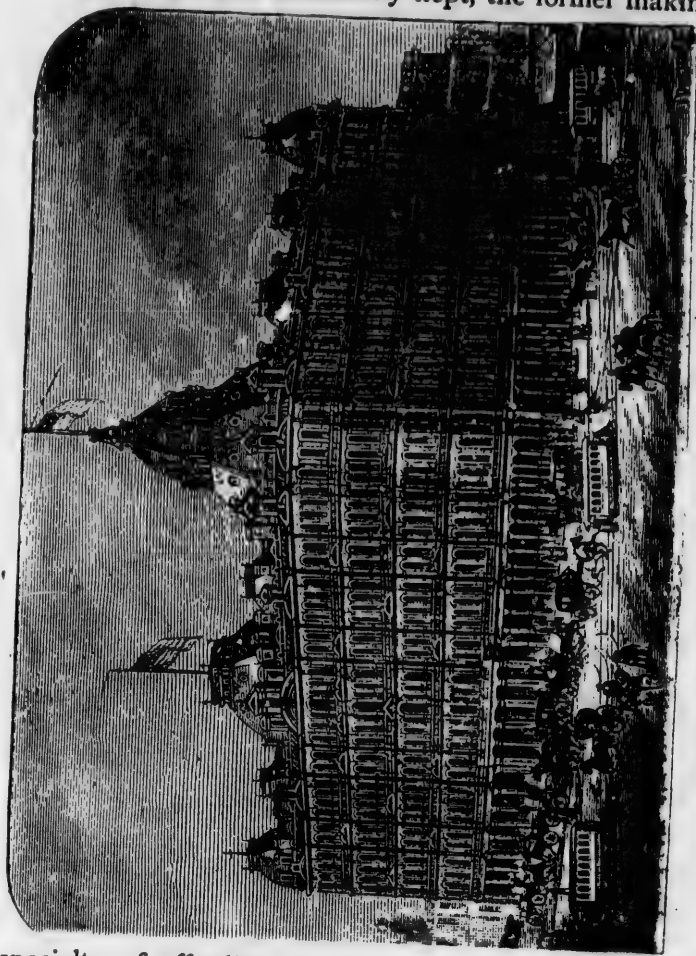
PALACE HOTEL, SAN FRANCISCO. THE LARGEST HOTEL IN THE WORLD. COST \$3,250,000.



nine stories high and measures 3,275 by 350 feet; this magnificent structure is second to no other in extent and perfection. A. D. Sharon, Lessee.

Scarcely inferior in size, and quite equal in magnificence is the "Baldwin," at the corner of Market and Powell streets, its details of management embrace the most perfect of modern improvements, and its celebrity

is world-wide and well-merited. The Occidental Hotel and the Lick House on Montgomery street, are centrally located and excellently kept, the former making a



THE BALDWIN HOTEL, SAN FRANCISCO. COST \$3,500,000.

specialty of affording good rooms and choice California fare at rates somewhat below the first-class average on the coast; it is one of the largest and most commodious

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hotels in San Francisco, and as a consequence exceedingly popular, not only with the world of transient travel, but as a place of more extended sojourn. The principal sights and leading places of curiosity or amusement in and around the city are, the United States Mint, Merchants' Exchange, Chinese Theatre, Joss houses, Marine Hospitals, and Mercantile Library. The fashionable drives, of which there are many, are to Golden Gate Park, Lote Mountain Cemetery, Cliff House and Seal Rocks. The Mission Dolores, the old mission of San Francisco, built in 1778, is reached by street cars from Market street. Another important place which no tourist should fail to visit is Woodward's Garden, containing a museum, etc., a fine collection in natural history and a hall for public amusements. San Francisco has extensive railway and steamship connections, among which are the Central Pacific, North Pacific Coast, San Francisco and North Pacific, South Pacific Coast, Southern Pacific, which occupy separate depots connections by river steam-est o Sacramento, by sea steamers on the Pacific to Monterey, St. Louis, Santa Barbara, Acapulco, and other towns on the Pacific southward, with connections at Panama with the Panama Railway across the Isthmus, and steamers on the Atlantic from Aspinwall to New York, also by steamers north to Portland and other towns of Oregon; also by sea steamer to the Sandwich Islands, with connections thence to Australia, and by Pacific Mail steamers to Japan and China, with connections to British India, the peninsular, and oriental steamers *via* overland route to Egypt, all points on the Mediteranean and Europe. The chief attraction on the Pacific Coast is the Yosemite Valley. This glorious collection of natural wonders is

reached by the following routes: 1st. By the Visalia Division of the Central Pacific Railway, whether proceeding eastward or westward, the Central Pacific Railway is left at Lathrop, cars being changed from Merced, 151 miles from San Francisco. From Merced are stage routes, the "Coulterville" and the "Maraposa" route; the distance is the same by either routes (90 miles), and the time required to make the journey is two days. Our advice to the tourist is to go one way and return the other. The advantage of the first route is the especial beauty of the scenery along the route, as much of it lies along the dividing ridge between the Tuolumne and Merced Rivers, giving fine views of the Sierra Nevada and the coast range, the San Joaquin Valley etc. The second route is the "Maraposa." This route, the southernmost of the two, is identical with the "Coulterville" previously described, in departure and detail, as far as Merced by rail, thence by stage to "Snelling's," "Hornitus," "Bear Valley," "White and Hatch's," and "Clark and Moors," thence into the valley of the Yosemite by saddle, some 30 miles. The distance on horse-back being greater than by any of the other routes, but with the advantages claimed of bringing both the Maraposa, Big Trees, and the stupendous views from Inspiration Point into more convenient access. The area of Maraposa Grove is two miles square, and it contains 427 of the monster trees, varying from 20 to 34 feet in diameter, and from 275 to 325 feet in height; many of these trees are estimated to be from 1,500 to 2,500 years old.

The third route, is from Stockton on the Central Pacific Railway *via* the Stockton and Copperopolis to Milton, 133 miles from San Francisco, thence by stage 147 miles.

SAN FRANCISCO TO YOSEMITE VALLEY.

The Yosemite Valley is seven miles in length, and varies in width, being a mile and a half at its widest point. The three well-known features which renders this valley different from all other valleys, in any part of the world are, 1st. The near approach to verticality of its walls; 2nd. Their great height, not only actually, but as compared with the width of the valley; 3rd. The small quantity of talus or debris found at the base of the cliff. The most striking features in descending the valley by the Maraposa road are El Capitan a gigantic isolated rock. The "Three Brothers," also rocks, and the "Bridal Veil Fall," 940 feet high; which is very beautiful in the season of abundant waters. Nearly opposite the "Three Brothers," the grand obelisk of the Sentinel Rock rises to view; but the glory of the valley the Yosemite Falls, with a total height of 2,600 feet broken into a series of cascades, the first leap is 1,600 feet, the second 434, and the third 600. The roar of these falls produces an impression of awe, and altogether there is no sublimer sight of its kind to be seen anywhere. Under the magical influence of moonlight, the effect of mingled grandeur and beauty is simply indescribable. Two miles beyond, the valley forks into three narrow, but distinctly traced Canons. The Merced River holds the centre, the Tenaya Fork occupies the left hand, and the South Fork, the right hand. Near this junction are Washington Column, the Royal Arches, North Dome and Half Dome. The last named is a granite crest, 4,740 feet above the valley. Mirror Lake and Claud's Rest with their stupendous, but frightful view of the whole valley. To close the list of attractions in the upper part of the main valley,



YOSEMITE FALLS, YOSEMITE VALLEY. HEIGHT OF FALL 2,634 FEET.

in the Merced Canon are the Vernal and Nevada Falls, as well as the "Cap of Liberty" a stupendous mass of rock. In the South Fork or Illilonitte Canon there is a fine fall of 600 feet, rarely visited on account of the rugged nature of the ground.

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YOSEMITE FALLS, YOSEMITE VALLEY. HEIGHT OF FALL 2,694 FEET.

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[Route Q.]


FROM SACRAMENTO TO OREGON.

Via OREGON DIVISION OF C. P. R. TO THE NORTH-WEST.

THERE is a delightful trip from San Francisco to Portland, Oregon, and Victoria, B.C., which is well worthy the attention of the tourist, in search of health and recreation, and for those who wish to pass into British Columbia. Making our way back to Sacramento we leave that city by the Oregon Division of the Central Pacific Railway, which diverges, and extends to Redding, 170 miles. There stages are taken to Roseburg, a distance of 275 miles through most magnificent scenery. Some 70 miles out is seen the celebrated Mount Shasta a broad triple mountain, the central summit, 14,442 feet high, being flanked on the West by a perfect crater, whose rim is 12,000 feet high. As a whole Mount Shasta is the cone of an extinct volcano, which rises 11,000 feet from its base at one sweep. Strawberry Valley is the place to start from when making a trip to the mountain. The neighborhood abounds in wild game, and an hotel (Sissons'), affords tourists all needed accommodation. Three days are required to make the ascent of Mount Shasta, comfortably. At Roseburg a junction is made with the trains of the Oregon and California Railroad, 200 miles long, which runs through Salem, the capital of the State of Oregon, and finally to Portland, the chief city of Oregon. From this point by rail, river or stage, all points of interest in Oregon, Washington Territory, and British Columbia may be reached. The scenery of the Columbia River is famous,

all the great mountain peaks of the Cascade Range, Morent's Hood, Jefferson, Ranver, Baker and St. Helena, may be seen from the river in clear weather. Travellers in Oregon and Washington Territory, bound for British Columbia, take steamer at Tacoma on Puget Sound, the northern terminus of the Pacific Division of the Northern Pacific Railway for Victoria and northern parts. There is also direct steam communication between San Francisco and these points, tri-monthly by the Pacific Mail Steamship Company, and Victoria and Olympia Lines.

VICTORIA, B. C.

ICTORIA, Vancouver Island, the principal town of British Columbia, is a town of importance, especially as the chief Pacific outlet of the Dominion of Canada. It stands at the southern extremity of the island, which is three hundred miles long and sixty broad, opposite the mouth of Puget Sound or Admiralty Inlet. The naval station of Esquimalt is in the vicinity. Steamers ply tri-weekly between Victoria and New Westminster, B. C., where there are extensive salmon fisheries, and steamers from New Westminster ascend the Fraser River twice a week to Fort Yale, 100 miles from its mouth. Stages connect with the steamers at Fort Yale, for Cariboo Mines, Kamloops and O'Kanagan. Stages run daily to Burrard Inlet, the proposed terminus of the Great Canada Pacific Railway, and the centre of the lumber trade of British Columbia. Steamers also run between Victoria and Nanaimo, which is another very pleasant, as well as healthful trip. Having conducted the tourist so far in making the all-round route journey across the con-

tinent we will now step aboard one of these palatial steamers, and bid him a temporary farewell, hoping to renew the acquaintance in traversing a larger and more extended route next year.

ADIEU



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John J. McCormick, Fourth and Smithfield Streets.....Pittsburg, Pa.	Barlow Cumberland, 35 Yonge Street, Toronto, Ont.
John E. Walsh, 139 Exchange Street.....Buffalo, N.Y.	William Fahy, 10 King Street East, Toronto, Ont.
Henry Lewis, 25 Super Street.....Cleveland, O.	J. Y. Gilmore & Co., 354 St. Paul Street, Montreal, Que.
Bowler & Co., Third and Main Streets.....Cincinnati, O.	Chas. C. McFall, Delaware & Hudson Canal Co., Montreal, Que.
Whyte & Bancroft, Sixth and Pine Streets, St. Louis, Mo.	
Will S. Hays, 49 Fourth Street.....Louisville, Ky.	

JOHN G. DALE, Agent,
32 & 33 Broadway, New York.

Pacific Coast Steamship Co.



Splendid Steamers leave San Francisco for following
SOUTHERN COAST PORTS
EVERY TWO DAYS:

Santa Cruz,	Santa Monica,
Monterey,	San Pedro,
San Luis Obispo,	Los Angeles,
Paseo de Nobels (Hot Springs),	San Bernardino,
Santa Barbara,	Anaheim,
San Buenaventura,	San Diego,

And all Points in SOUTHERN CALIFORNIA, ARIZONA, &c.

STEAMERS ON NORTHERN COAST ROUTE

Leave Semi-Weekly for following Ports:

Point Arenas,	Humboldt,	Tacoma,
Mendocino City,	Port Townsend,	Victoria,
Eureka, Cal.,	Seattle,	British Columbia,

PORTLAND, OREGON,

And all points in OREGON and WASHINGTON TERRITORY.

The Steamers of this line are **FIRST-CLASS IN EVERY RESPECT**, sail punctually, and passengers can rely on courteous treatment.

This is the cheapest and most comfortable route to above-named points. No disagreeable staging over dusty roads, magnificent views of the Golden Gate and Coast Scenery.

Tickets purchased via this line include meals and sleeping accommodations on Steamer.

Freight Consigned to this Company will be PROMPTLY FORWARDED and CHARGES COLLECTED ON DELIVERY.

N.B.—Mark Goods care Pacific Coast Steamship Co.

Goodall, Perkins & Co., D. B. JACKSON,

Agents, No. 10 Market St., San Francisco, Cal. Gen'l Pass'r and Ticket Agt.,

No. 214 Montgomery St., San Francisco, Cal.

Oregon Ry. & Navigation Co.

OWNING AND OPERATING

OREGON STEAMSHIP CO.,

OREGON STEAM NAVIGATION CO.,

WALLA WALLA & COLUMBIA RIVER R. R.

OREGON STEAMSHIP CO.



The only direct Mail Line from
SAN FRANCISCO TO PORTLAND, OREGON,

Carrying WELLS, FARGO & CO.'S Express.

Regular Steamships from Portland San Francisco and return every
Five Days until further notice.

'GEORGE W. ELDER,' 'OREGON,' 'COLUMBIA.' (now building.)

Connecting at Portland, Oregon, with Steamships and Railroads and their Connecting Stage Lines for all points in

Oregon, Washington & Idaho Territories, British Columbia & Alaska.

This line has the exclusive right of Selling Through Tickets at reduced rates over connecting lines of Oregon Railway and Navigation Co.

Close connections made at Portland with Oregon and California R.R., Oregon Central R.R., and Oregon Steam Navigation Co.'s Steamers for all points on Columbia and Snake Rivers, and in Eastern Oregon and Washington Territory. Connects at Portland with Steamships for British Columbia, Sitka and Alaska.

H. VAN OTTERENDORP, Gen. Supt.

OREGON STEAM NAVIGATION CO.

H. VILLARD, President.
J. N. DALPH, Vice President.
THEO. WYGANT, Treasurer.

GEO. J. AINSWORTH, Gen. Supt.
FRANK T. DODGE, Asst. "
GEO. H. ANDREWS, Secretary.

GEO. S. BROOKE, Gen. Passenger Agent.

General Offices—Portland, Oregon.

THIS COMPANY NAVIGATES THE
COLUMBIA RIVER FROM ASTORIA TO LEWISTON, I.T.

A distance of 511 miles, and the WILLAURETTE

From PORTLAND to EUGENE CITY,

112 miles. Also, operates

TWO NARROW GAUGE PORTAGE RAILWAYS,

20 miles, and the

WALLA WALLA & COLUMBIA RIVER R.W.

Forty-five miles.

PASSENGER SCHEDULE.

PASSENGERS LEAVE PORTLAND FOR DALLES

DAILY, EXCEPT SUNDAY, AT 5.00 A.M.

FOR UMATILLA, WALLULA AND WALLA WALLA,

Mondays, Tuesdays, Wednesdays and Fridays.

For Kalama, Tacoma, and Seattle, daily, except Sundays, at 6.00 a.m. For Victoria, Wednesdays and Saturdays, at 6.00 a.m.

OREGON STEAM NAVIGATION CO., PORTLAND.

Connecting with
Northern Pacific
Railroad at
Kalama.



With Walla
Walla and Co-
lumbia River
Railroad at
Walla.

PASSENGER SCHEDULE, 1880.

Passengers leave PORTLAND for DALLES—Daily (except Sunday) at 5 o'clock A.M.
For UMATILLA, WALLULA, and WALLA WALLA—Monday, Wednesday and Friday at 5 A.M.
For KALAMA, TACOMA, and SEATTLE—Daily (except Sunday) at 6 A.M.
For VICTORIA—Wednesday and Saturday at 6 A.M.
For ASTORIA—Daily (except Sunday) at 6 A.M.
For CATHLAMET, BAY VIEW, SKOMOGEAWAY, and BROOKFIELD—Monday, Wednesday and Friday at 6 A.M.
For WESTPORT, CLIFTON and KNappa—Tuesday, Thursday and Saturday at 6 A.M.

GEO. J. AINSWORTH, Gen. Superintendent.

Tickets to all points reached by O. S. N. Co. Steamers must read via Oregon Steamship Co. from San Francisco.

WALLA WALLA AND COLUMBIA RIVER RAILROAD.

Connects at WALLULA (on Columbia River) with Steamers of O. S. N. Co. This Line being rapidly constructed, is now open to Western Oregon. Through Tickets good only via Lines of OREGON RAILWAY & NAVIGATION CO.

150 lbs. Baggage allowed on each Full Ticket over Steamship Lines. On Columbia and Snake River Lines a liberal allowance will be made immigrants for excess of baggage and household effects proportionate to distance carried. Immigrants' effects as freight from San Francisco to Portland, \$6.00 per ton.

Through Tickets at all Principal Railroad Stations.

H. VILLARD,
President Oregon Railway and
Navigation Company.

A. L. STOKES,
Gen. Eastern Passenger & Immigration
Agent, 252 Broadway, N.Y.

PORTLAND STEAM PACKET CO.

Daily Line of first-class Steamers between

Boston & Portland

ONE OF THE STEAMERS

"John Brooks," "Falmouth," "Forest City,"

WILL LEAVE INDIA WHARF, BOSTON,

FOR PORTLAND

Every Evening (Sundays excepted) at 5 o'clock,

Connecting, on arrival, with Maine Central, Knox & Lincoln, Portland & Ogdensburg, Grand Trunk, and Portland & Rochester Railroads, and with Bangor & Machias Steamers for points on Coast of Maine.

THIS LINE AFFORDS A MOST DESIRABLE ROUTE TO

Lewiston, Old Orchard Beach, Poland Spring, Rangeley Lakes,

Mt. Desert, Bethel, Gorham, N.H., North Conway, Crawford's, Fabyans, &c.

Finest Ocean Trip on Eastern Coast, and best route to White Mountains, and inland and Seaside Resorts of Maine.

THROUGH TICKETS AT LOW RATES.

Leave Portland for Boston every evening (Sundays excepted) at 7 o'clock, connecting, on arrival, with the earliest trains on all diverging lines.

J. B. COYLE,
Treas. & Manager.

J. B. COYLE, Jr.,
Gen. Agent.

J. F. LISCOMB,
Gen. Tkt. Agt.

WILLIAM WEEKS, Agent, Boston.

MAINE STEAMSHIP COMPANY

BETWEEN

PORTLAND AND NEW YORK.

C. M. BAILEY, President.

HENRY FOX, General Agent and Treasurer,
PORTLAND, ME.

J. F. AMES, Agent,
PIER 38, East River, New York.

THE FINE STEAMERS

ELEANORA.

Franconia & Chesapeake

Will, until further notice, leave FRANKLIN'S WHARF, PORTLAND, and PIER 38 EAST RIVER, NEW YORK, every Monday and Thursday Afternoon.

The "ELEANORA," "FRANCONIA" and "CHESAPEAKE" are fitted up with fine accommodations for Passengers—making this the most convenient and comfortable route for Travellers between New York and Maine.

Fare, including State Room, \$3.00; Meals Extra.

Goods forwarded to and from Montreal, Quebec, Halifax, St. John, and all parts of Maine. Shippers are requested to send their Freight to the Steamers as early as Three P. M., on the days they leave Portland.

A portion of the year the Steamers will touch at Vineyard Haven (Holmes Hole) on their passage to and from New York.

Richelieu and Ontario Navigation Company



Line of Steamers,

BETWEEN

MONTREAL and THREE RIVERS

AND

MONTREAL AND CORNWALL

The Bessemer Steel Steamer "TROIS RIVIERES" leaves MONTREAL every **Tuesday and Friday**, at **2 P.M.**, for **THREE RIVERS**, calling at **Sorel, Maskinongé, Rivière-du-Loup, Yamachiche and Port St. Francis**, for **Nicolet**.

The Bessemer Steel Steamer "BERTHIER" leaves MONTREAL for BERTHIER every **Tuesday, Thursday and Saturday**, at **2 P.M.**, calling at **Repentigny, St. Sulpice, Lavaltrie and Lanoraie**.

The Bessemer Steel Steamer "CHAMBLY" leaves MONTREAL for CHAMBLY every **Tuesday and Friday**, at **2 P.M.**, calling at **Verchères, Contrecoeur, Sorel, St. Ours, St. Denis, St. Charles, St. Marc, St. Mathias, Belœil and St. Hilaire**.

The Iron Steamer "TERREBONNE" leaves MONTREAL for TERREBONNE and L'ASSOMPTION every **Day at three o'clock**, calling at **Boucherville, Varennes, Bout de l'Ile, Lachenaie and St. Paul l'Ermite**.

The Steamer "BOHEMIAN" leaves MONTREAL for Cornwall every **Tuesday and Friday at 12 30 P.M.**, and **Lachine at 5 30 P.M.**, calling at **Beauharnois, St. Timothée, Valleyfield, Coteau Landing, Port Lewis, St. Anicet, Lancaster, Summerstown and St. Regis**.

For further information, apply at the Offices:

**228 St. Paul St., 133 St. James St., and at Canal Basin,
Foot of McGill Street.**

J. B. LAMERE,
General Manager.

ALEX. MILLOY,
Traffic Manager.

SEE PRECEDING PAGE.

1880.

The St. Lawrence Steam Navigation Co.,

HON. T. MCGREEVY, President.
JULIEN CHABOT, Manager.

The St. Lawrence and Saguenay Royal Mail Line, composed of the first-class Passenger Steamers "Saguenay," "St. Lawrence," "Union," and "Clyde," and connecting with the magnificent Steamers of the Richelieu and Ontario Navigation Company, running from Hamilton to Quebec, the Grand Trunk Railway, the Quebec, Montreal, Ottawa and Occidental Railway, and the Intercolonial Railway, will, during the summer of 1880, run as follows:—From 25th of June till 10th of September, *Tuesdays* and *Fridays*. The "SAGUENAY," Capt. M. Lecours, will leave the St. Andrew's Wharf at 7.30 a.m., for Ha! Ha! Bay, Eboulements, Murray Bay, Riviere du Loup, Tadoussac, l'Anse St. Jean, going and returning.

Wednesdays and *Saturdays*, The "ST. LAWRENCE," Cap. Alex. Barras, will leave the St. Andrew's Wharf, at 7.30 a.m., for Ha! Ha! Bay, calling at Ha! Ha! St. Paul, Les Eboulements, Murray Bay, Riviere du Loup, and Tadoussac, going and returning.

From the 10th September until close of Navigation, the "ST. LAWRENCE" will continue to run, leaving Quebec on *Tuesdays* and *Fridays* at 7.30 a.m., and calling at all the above named places.

ST. JEAN PORT-JOLI LINE.

UNTIL FURTHER NOTICE THE STEAMER

"CLYDE" Cap. Eug. Hamond,

Will leave the St. Andrew's Wharf at noon on *Tuesdays*, *Thursdays*, and *Saturdays*, for Berthier, Crane Island, l'Islet and St. Jean Port-Joli.

Returning, will leave St. Jean Port-Joli at 6 a.m., on *Wednesdays*, *Fridays*, and *Mondays*.

For Tickets and information, apply as follows: In the West: At all General Ticket Offices. In Montreal: At the offices of the Richelieu and Ontario Navigation Co., 133 St. James Street, and on the Richelieu Pier.

At the Grand Trunk Railway Office, 143 St. James Street.

At the Offices of the Quebec, Montreal, Ottawa and Occidental Railway, 202 St. James Street, and 113 Place d'Armes.

At the Office of the Intercolonial Railway, 120 St. Francois Xavier Street. And at the Office of the St. Lawrence Steam Navigation Co., 213 Commissioners Street.

H. F. BELLEW, Agent.

In Quebec: At the General Ticket Office, opposite to the St. Louis Hotel, and at the Office of the Company, St. Andrew's Wharf, Dalhousie Street.

For further information apply to

A. GABOURY, Secretary.

QUEBEC, June, 1880.

OTTAWA RIVER NAVIGATION COMPANY.

MAIL LINE DAY STEAMERS

BETWEEN

Montreal and Ottawa.

Passengers for Ottawa and all intermediate ports take 7.15 a.m. train for Lachine to connect with steamer.

First Class Fare to Ottawa - \$2.50

Do return do - 4.00

Second-Class Fare to Ottawa - 1.50

Excursions taking 7.15 a.m. Train for Lachine daily.

All-day trip to Carillon and back, passing through Lake of Two Mountains, returning home by the rapids. Fare for round trip, \$1.25.

For the Caledonia Springs, Excursion Tickets at reduced rates.

Afternoon trips down the Rapids, take 5 p.m. Train daily for Lachine.

Saturday afternoon Excursions to St. Anne's, take 2 p.m. Train for St. Anne's, returning home by steamer down Rapids.

Tickets at the principal Hotels and Grand Trunk Railway Offices, and Company's Office, 18 Bonaventure Street.

R. W. SHEPHERD,

President.

TORONTO AND NIAGARA NAVIGATION CO'S. STEAMERS, Chicora, and City of Toronto.



Via Lewiston & New York Central				Via Niagara Town & Can. Southern.			
Buffalo.....	Dep	9.00 a.m.	4.00 p.m.	Buffalo.....	Dep.	9.00 a.m.	3.15 p.m.
Niagara Falls....	"	9.54 "	4.45 "	Niagara Falls, O..	"	9.03 "	4.20 "
Suspension Bridge	"	10.00 "	4.55 "	Suspension Bridge	"	9.30 "	4.25 "
Lewiston.....	"	10.30 "	5.00 "	Niagara Town ...	"	9.45 "	4.30 "
Toronto.....	Arr.	1.30 "	8.00 "	Toronto.....	"	12.15 "	8.00 "

Leaving Yonge Street Wharf, Toronto, daily at 7 a.m., 2 p.m. and 8 p.m., for Niagara and Lewiston, making direct connection with New York Central and Canada Southern Railways for the Falls, Buffalo, Rochester, Cleveland, New York, Boston, Philadelphia, St. Thomas, Detroit, Toledo, &c.

Special Excursion Every Afternoon to Niagara and Lewiston and Return, only 50 cts. Book Tickets for sale. For Tickets, and all information apply to D. MILLOY, 8 Front Street east, and to BARLOW CUMBERLAND, 35 Yonge Street.

D. MILLOY, General Agent.

NEW YORK and ALBANY DAY LINE STEAMERS,

"ALBANY" and "C. VIBBARD,"
(BUILT 1890.) (REMODELED 1890.)

Leave NEW YORK EVERY MORNING (except Sunday), from foot of Vestry Street, Pier 39, North River, adjoining Jersey City Ferry, at 8.35 A.M., and foot of Twenty-fourth Street, North River, 9 A.M., landing at WEST POINT, Newburg, Poughkeepsie, Rhinebeck (connecting with Ulster and Delaware Railroad for the Resorts of the Western Catskills), Catskill, and Hudson, arriving at ALBANY at 6 a.m.

Returning, LEAVE ALBANY EVERY MORNING (except Sunday), at 8.8J A.M. making same landings, arriving in New York for trains for Philadelphia, South and West.

Dining Saloons on the Main Deck.

MEALS SERVED ON THE EUROPEAN PLAN.

C. B. VAN BENTHUYSEN, Gen'l Ticket Agt.,

Vestry St. Pier, New York City.

PEOPLE'S EVENING LINE
BETWEEN
NEW YORK AND ALBANY.

DURING THE SEASON OF NAVIGATION THE COMMODIOUS
 STEAMERS OF THIS LINE WILL

Leave New York Daily,

EXCEPT SUNDAY, AT 8 P.M.

FROM PIER 41 NORTH RIVER,

FOOT OF CANAL STREET,

AS FOLLOWS:

STEAMER DREW,

CAPTAIN S. J. ROE,

Monday, Wednesday and Friday,

STEAMERS ST. JOHN OR DEAN RICHMOND,

CAPTAIN T. D. CHRISTOPHER,

Tuesday, Thursday and Saturday,

Arriving in Albany in time to connect with Express Trains, except
 Sunday morning, NORTH, EAST and WEST.

Leave ALBANY every Week Day,

At 8.15 P.M., From Steamboat Landing:

Steamers ST. JOHN or DEAN RICHMOND,

Monday, Wednesday and Friday,

STEAMER DREW,

Tuesday, Thursday and Saturday,

Connecting at NEW YORK with all EARLY TRAINS for the SOUTH
 and EAST.

MEALS ON THE EUROPEAN PLAN.

ROOMS HEATED BY STEAM DURING THE COOL MONTHS.

FIRST-CLASS FARE, \$1.50
EXCURSION, good for Return 30 days from date, 2.00

FOR TICKETS IN NEW YORK

Apply at Company's Ticket Office on the Wharf (Pier 41 North River); At Dodd's
 Express Offices, 944 Broadway, 738 Sixth Ave.; No. 4 Court St., Brooklyn;
 Jersey City; Hoboken; and all principal Hotels and Ticket Offices in New
 York, and on board Steamers.

W. W. EVERETT,

President,

B. P. CLAPP,

Secretary.

JOHN C. HEWITT, Gen. Ticket Agent & Treasurer.

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REMINDERS FOR RAMBLERS.

[See announcement cards following, for many particulars of value and interest.]

SPECIAL ROUTES FOR TRAVELLERS.

Probably no fact evidencing American progress is more clearly demonstrated than the prevailing custom among all classes to devote more or less of the summer months to journeys in search of health and pleasure, or to obtain the relaxation from care and business so much needed by our fast-living and hard-working people. Particularly is this custom to be observed in large cities and towns, where a summer jaunt is deemed as essential to the year's routine as the seasons are to its fruitfulness. This propensity is not limited to a class. The rich and poor alike indulge it—varying their enjoyment only in the places sought or the time consumed. Those who are fortunate enough to possess plenty of both leisure and lucre, crowd European steamers and seaside cottages; others join the throngs who make our fashionable resorts the gayest in the world; while others, who prudently consider the cost, both in dollars and days, “spy out the land,” like Caleb and Joshua, seeking its shady nooks and rocky fastnesses, its health-giving fountains and natural wonders, and return at the end of their rambles laden with the rich spoils of nature in the shape of strengthened bodies and invigorated minds. If the philanthropist will, for a few days of the heated term, station himself at any of the principal steamboat docks or

railway depots in the great cities, he will be struck with the eager joy of crowds hurrying out of town for a view of country scenes and a breath of country air. Old and young are alike excited and rejoiced at the prospect before them. If the same points are observed when these ramblers return, he will see them laden with the spoils gathered where the birds sing and the grasses grow, and notice that the hands of many grasp as treasures leaves and wild flowers which the country denizens would sneer at as weeds. But to the woman or child who is accustomed to gaze only on hot walls and hotter streets these humble offerings of dell and dingle are reminders of coolness and shade, and are cherished as mementos of God's country.

Railroads being now the common highways of our land, it is only natural that their managers should seek to accommodate this travelling propensity of the people, and the last eleven years have witnessed a wonderful progress in this direction. Almost every important line in the United States and Canada now makes a prominent feature of its "Summer Excursions," and each vies with its competitors in offering inducements, both in routes and rates, that will attract the tide of travel over its line. All this benefits the public, because the facilities offered widen, by hundreds of miles and at no additional cost, the area open for their summer wanderings. In perfecting these arrangements various RAILROAD COMPANIES can justly claim the first position. They have, from year to year, amplified their system of Summer Excursion Routes, until now they extend through all the varied and interesting scenery for which the Eastern, Middle Western States and Canada are celebrated.

The numerous and widely diverging lines of these Companies following the courses of beautiful rivers, penetrating the fastnesses of giant mountains, reaching the restless waves of the mighty ocean, and meandering through romantic vales to breezy heights, afford facilities for pleasure travel unrivalled on the continent, and all these advantages have been so systematized and perfected as to become models for scores of imitators. Not only are the routes offered by the Companies represented in our

Guide Book, extended and varied in their attractions, but the accommodations provided over and along them are as perfect as skill and liberality can produce. The summer tourist can select from the routes they offer a jaunt of a few miles, or a journey of thousands. But, whether his vacation be limited to a day or extended to months,—whether he seeks the shade of a suburb or the pleasures of remote resorts,—the same care will attend him and the same comfort surround him. His inquiries will be answered cheerfully and courteously by the agents and employes of the Companies, and he will be neither hurried nor delayed while on his journey. He can pause where attractions are concentrated, and study the lessons of the country's greatness, opened by the hundreds of mining, manufacturing and agricultural centres scattered along his route; and when the trip is ended he will find that the cost has been no greater than it would have been had he spent the same time in one locality.

Our Tourist's Guide for the year 1880 is confidently commended to the attention of all who purpose a trip all round by rail or water. It will be found systematically arranged—the routes presented, increased in number and extent; the sketches of resorts complete; showing clearly the location of all places accessible, and the channels by which they are reached; and a large number of new and attractive resorts, showing the location of hotels, so presented as to meet a long-needed want of tourists. Such a companion for the tourist is of more than ordinary interest, and cannot fail to direct him into paths of pleasure and enjoyment.



LANDS OF THE GREAT WEST.

—THE—

Union and Kansas Pacific Division of the Pacific Railway Land

Announcement demands close attention, as the lands thus offered are among the most valuable in the world, forming one of the most profitable of investments, and one of the great dependences of European emigration to America, in the magnificent future, which must supply homes to fifty millions of the now overcrowded residents of the Old World. As noted in that announcement, full particulars with reference to location and character of lands are sent freely and promptly on application.

In the announcement of *Lands of the St. Paul, Minneapolis and Manitoba Railway Co., Situated in "The Great North-west,"* will be found matter of great interest to colonists, capitalists, and intending emigrants, as well as to the agricultural community at large; the "Wheat Fields of America," there offered under peculiar advantages, being one of the legitimate boasts of the continent, and one of the great agricultural dependences of the coming time, as this great road opens the country from the Lakes to the North Pacific. Of these valuable lands, also, full particulars are at once sent on application to Land Commissioner of

S. P. M. & M. R. R.

St. PAUL, Minn.

I AM GOING

— TO TAKE THE —

CHICAGO, BURLINGTON

— AND —

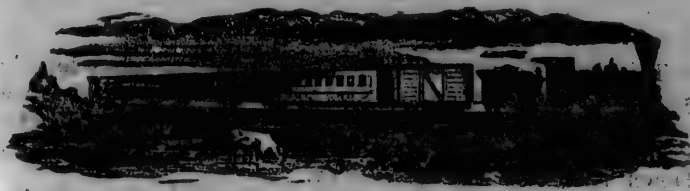
QUINCY RAILROAD

As it offers to the public every advantage to be enjoyed by a trip over a line which is **FIRST-CLASS** in all its appointments, at the very lowest rates, with **FAST TIME AND DIRECT CONNECTIONS** between **CHICAGO** and all points in

KANSAS, NEBRASKA, COLORADO, WYOMING, MONTANA, NEVADA, ARIZONA, IDAHO and CALIFORNIA.

NO OTHER LINE WEST FROM CHICAGO RUNS

Three Through Trains Daily.



THE FAMOUS C. B. & Q. PALACE DINING CARS.

The Only Line Running the Celebrated Pullman 16-Wheel Palace Cars.

C. B. & Q. Palace Drawing Room, Cars with Horton's Reclining Arm Chairs Free.

Steel Track and Superior Equipment, combined with their **GREAT THROUGH CAR ARRANGEMENT**, makes this, above all others, the favorite Route to the South, Southwest, and the Far West. Try it, and you will find travelling a luxury instead of a discomfort.

All information about Rates of Fare, Sleeping Car Accommodation, and Time Tables, will be cheerfully given by applying to

W. D. HITCHCOCK,

JAMES E. WOOD,

T. J. POTTER,

Gen'l Western Pass. Agt.

General Pass. Agt.

Asst. Gen'l Man.

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THE LAND GRANT

OF THE

St. Paul, Minneapolis & Manitoba

RAILWAY COMPANY.

CONSISTING OF

Three Million Acres,

Is Wholly within the State of Minnesota.

READ THESE SOLID FACTS

This Land Grant extends in a belt some 225 miles long by 50 miles wide, from east of the Mississippi River across the central portion of the State to its Western boundary on the Red River of the North, thence north, OVER 200 MILES MORE DOWN THIS UNMATCHED VALLEY.

Through this Grant from East to West this Company has Two COMPLETED LINES OF RAILWAY, also a COMPLETED LINE down the Red River Valley to the Canadian Boundary Line, at St. Vincent, Minnesota, the northern terminus of this railway, where connections are made with Steamers, 17 of them, that run in the more than four thousand (4000) miles of navigation in the Red River system. Connection is also made at St. Vincent with the completed portion of the Canadian Pacific Railway, thus giving ALL RAIL connections with the City of Winnipeg (old Fort Garry),—the Capital of the Canadian Province of Manitoba,—thence two hundred (200) miles east and west to other Canadian Northwestern points. Steamboats can also run up the Red River to Breckenridge, Minnesota, the southern point of this Valley, 217 miles, by this Company's Railway to St. Paul, so that CHEAP TRANSPORTATION is always assured the settlers on this Company's lands.

THE LAND GRANT

OF THE

St. Paul, Minneapolis & Manitoba Railway Co.

CONSISTING OF

THREE MILLION ACRES,

Is wholly within the State of Minnesota.

No other Railway Land Grant on this Continent offers such

A WIDE CHOICE

For the selection of a Home. The hardy, industrious Scandinavian, from the North of Europe, who prefers Timber lands like those of this Company immediately east and west of the Mississippi River; the retired business man, who wishes a charming place in the WONDROUSLY BEAUTIFUL PARK REGION, a land of prairies, groves, lakes and streams; or, the capitalist, who wishes a PRINCELY WHEAT FARM in the Red River Valley: all can find homes exactly suited to their tastes somewhere on the lands of this Company, while all of their lands are within short, easy transportation over a Great Trunk Line to the leading markets of the State, Seaboard or Europe.

THE PRICES

This Company ask for its lands not depending at all upon the trading value of depreciated bonds or other securities, but only on *Gold Dollar Values*, or "Cash Only," require no figuring to prove that no lands of *equal value* can be purchased of other Companies any cheaper, to say the least.

THE TERMS AND TIME

Are the easiest and longest given. The first four annual payments, the hardest for the new settler to meet, are by far *the smallest* asked by any Land Grant Company; it also sells its lands *for settlement only*, so the improvements made by its settlers become co-operative, they are not weighted down by neighboring lands held by speculating, unimproving non-residents.

Great reduction in fare and freight rates given to the enquiring and incoming settler.

A CLOSING FACT.

The St. Paul, Minneapolis and Manitoba Railway Company have the *only Land Grant in the Red River Valley* PROPER, that the settler has *his choice* of, in the

GREAT FERTILE RED RIVER VALLEY,

Advertisements to the contrary notwithstanding. Its list of lands in that valley alone comprising some 1,500,000 acres, is sufficient proof of this assertion. This is not all: On a portion of their Red River Lands they *make an allowance* of \$2.50 per acre from their regular low prices, for breaking the land, and a further allowance of 50 cents per acre on the *same lands in crop* within a limited number of years.

For Pamphlet with map and full particulars, call on or write

D. A. McKINLAY, Land Commissioner,

St. P. M. & M. Ry, St. Paul, Minn.

SPECIAL NOTICE.

WHEAT AND FLOUR.—Minneapolis, the great grain market of the Northwest, manufactured and shipped in 1879 *one million five hundred thousand barrels of flour*, the product of its own mills, which was exported to Europe and all parts of the United States. The present milling capacity of Minneapolis is not less than 14,000 barrels per day, requiring 70,000 bushels of wheat each day or 21,000,000 bushels per year, *thus giving the farmers of Minnesota, a HOME MARKET not possessed by any other State or Territory.*

The Traveller's Route

BETWEEN

CANADA AND THE WEST

IS BY THE

Michigan Central Railroad

DOUBLE TRACK.

STEEL RAIL.

*The Only Road Connecting at Detroit with all Trains of the Grand Trunk,
Great Western and Canada Southern Railways.*

4 EXPRESS TRAINS DAILY
BETWEEN DETROIT & CHICAGO.

3 EXPRESS TRAINS DAILY
BETWEEN DETROIT & GRAND RAPIDS.

PASSENGER COACHES ARE ALL EQUIPPED WITH THE
MILLER PATENT SAFETY COUPLER & PLATFORM.
And have the Latest Improvements in Heating, Lighting & Ventilation.

All Trains are provided with the
Westinghouse Air Brake.

NO CHANGE OF CARS

BETWEEN

DETROIT & CHICAGO OR DETROIT & GRAND RAPIDS.


BAGGAGE CHECKED TO DESTINATION.

WAGNER'S NEW AND ELEGANT

Sleeping & Parlor Cars Attached to all Trains.

*A New Feature is the addition of an ELEGANT DINING CAR to
ATLANTIC AND PACIFIC EXPRESS TRAINS.*

**For Emigrants, this Line Offers Unusual Facilities, Luxurious
Bathing Room, Good Cars, &c.**

 **THROUGH TICKETS** can be obtained at all Railroad Ticket Offices. Be
sure and ask for them via MICHIGAN CENTRAL RAILROAD, and
please see that you get them by that Line.

W. B. LEDYARD,
General Manager,
DETROIT, MICH.

W. E. WILEY,
Travelling Agent,
TORONTO.

HENRY C. WENTWORTH,
Gen'l Pass. & Ticket Agt.,
CHICAGO, ILL.

UNION PACIFIC RAILROAD. KANSAS PACIFIC RAILWAY.

THE ONLY THROUGH LINES

TO THE FAMOUS

**Pleasure Resorts, Hunting Grounds, and Rich
Mineral Districts of Colorado.**

AND THE SHORTEST, BEST EQUIPPED, MOST DESIRABLE,
AND POPULAR ROUTES BETWEEN

The East and Denver, Leadville,

*and all Prominent Colorado Points, making close connections at Omaha,
Kansas City and Leavenworth, with two Trains daily on
each of some twenty great Trunk Lines to and
from all Points in the United
States and Canada.*

EXCURSION TICKETS TO DENVER,

Good to October 31, are sold on and after May 1, each season, at Omaha, Kansas City, and Leavenworth, at \$33 each, and at proportionate rates at all points East, enabling tourists to go West from Omaha by the Union Pacific to Denver, and return by the same route, or return to Kansas City or Leavenworth by the Kansas Pacific Railway; or the reverse of this, enabling tourists to go west from Kansas City or Leavenworth via the Kansas Pacific, and return by the same route, or return to Omaha by the Union Pacific Railroad.

Invalids, Tourists, Sportsmen,

Will on these lines realize the highest degree of luxury to which Railway travelling has attained, while holders of emigrant tickets to Colorado points are carried through from the Missouri River on regular first-class Express Trains.

For full information, as to time, rates of fare, or concerning the varied attractions of Colorado for the home-seeker, tourist, or capitalist, apply to or address

W. N. BABCOCK, General Agent,

Cor. Larimer and 16th Sts., Denver.

J. J. T. BALL, City Pass. & Tkt. Agt.,

Cor. Larimer and 16th Sts., Denver.

W. H. PRICE, General Agent, Leadville.

THOS. L. KIMBALL,

Gen. Pass. and Tkt. Agt., Omaha, Nebraska.

THE ATCHISON, TOPEKA & SANTA FE RAILROAD

Has direct connections at Kansas City and Leavenworth with all the great through lines from the East or West, and is the only road running through the beautiful valley of the Arkansas to the health-giving localities of the Rocky Mountains.

Pure Mountain Air.

Ozone and electricity are nature's health restorers. To combine these with pure air and bathing in mineral springs one must go to

The Rocky Mountains.

Put not your faith in quack nostrums, or even in the more orthodox pharmacopoeia, but take the Atchison, Topeka, and Santa Fe Railroad, the only route that in itself gives you a choice of routes, for it takes you into

Southern Colorado,

Through the garden of Kansas, where, under the sunny skies of the west, the wilderness of ten years ago is now covered with golden grain.

It takes you via Pueblo to Canon City, Colorado Springs, Manitou and Denver; or, if the weather is warm, to Estes Park. If it is cold, you can go by it into New Mexico, following the Rocky Mountains far South to the Hot Springs of

Las Vegas.

Where, with a delightful mountain air, you enjoy a summer sun in winter, and find a splendid hotel, replete with every luxury and convenience.

It is the only Route

Which, costing you no more than any other to Colorado, runs, instead of through barren plains, along the ever diversified banks of the Great Arkansas River, and enables you, without additional expense, to select, on reaching La Junta, Colorado, whether you prefer to go north or south along the main range of the Rocky Mountains.

The track is excelled by that of no other road in the West. Its passenger trains are equipped with the Westinghouse Automatic Brake, Miller Coupler and Platforms, and all modern improvements. Pullman Palace Sleeping Cars run through from the Missouri River to the Rocky Mountains without change.

Through Tickets for sale in all Eastern Cities. For further information apply to

W. F. WHITE.

General Passenger and Ticket Agent,

TOPEKA, KANSAS.

OR ANY OF THE AGENTS ON THIS LIST.

LIST OF FREIGHT AND PASSENGER AGENTS.

J. M. EDDY, Gen'l Agent, M. & O. R. R., Chicago.	JNO L. TRUSLOW, Gen'l Trav. Agent, Topeka, Kas.
W. B. JEROME, Trav. Agt.,	E. J. BELFORD, Pass. Agt., 60 York St., Toronto, Ont.
W. L. MALCOLM, Gen'l Agt., 110 Broadway, N.Y.	H. L. CARROLL, New Eng. Agt., 137 Wash St., Boston
W. J. JANNEY, Pass. Agent, Cincinnati, Ohio.	W. J. JANNEY, Pass. Agent, Cincinnati, Ohio.
W. J. WHITE, Gen'l Pass. and Ticket Agt., Topeka, Kas.	W. J. WHITE, Gen'l Pass. and Ticket Agt., Topeka, Kas.
J. F. GODDARD, Gen'l Freight Agent, Topeka, Kas.	J. F. GODDARD, Gen'l Freight Agent, Topeka, Kas.

THE FRUIT ZONE OF THE WORLD

— IS ON THE —

38th Parallel of Latitude

— WHICH RUNS THROUGH THE —

Cottonwood and Arkansas Valleys

IN SOUTH CENTRAL AND

SOUTHWEST KANSAS.

— WHERE THE —

Atchison, Topeka & Santa Fe Railroad

OFFER FOR SALE

TWO MILLION ACRES

Choice Farming, Fruit Growing, and Grazing **Lands**, at Low Price, on Long Time and Low Interest. Large discounts for Cash.

These Lands are located in the very heart of the great Winter Wheat Region of the State. The total winter wheat acreage in the State for 1880 is 1,866,326; of this amount 601,477 acres or *one-third* of the entire acreage of Kansas, is in nine adjoining counties in the Cottonwood and Arkansas Valleys.

A rich soil, pure water, healthy climate, short winters, good roads, excellent society, churches and good schools, are characteristics of South Central and Southwest Kansas.

For Maps and Circulars giving full information about this favorite latitude, write to THE AGENTS OF THE RAILROAD

A. S. JOHNSON, Land Com.,

A. T. & S. F. R. CO.

TOPEKA, KANS.

Or to R. J. BELFORD, Canadian Agent, 80 York Street.

TORONTO, ONT.

Secure your Tickets via
THE DENVER & RIO GRANDE RAILWAY,
 PASSING THROUGH
THE RICHEST MINING COUNTRY

AND

GRANDEST SCENERY IN COLORADO.

Only route by which passengers can pass through Denver and Northern Colorado, en route to

Colorado Springs,

Manitou,

Pueblo,

Canon City,

Del Norte,

Lake City,

Leadville.

AND ALL POINTS IN THE

Great San Juan Mining Country and New Mexico.

Only route by which passengers can pass through Pueblo, Colorado Springs, and Manitou (Garden of the Gods), en route to Denver, Central City, Georgetown, Leadville, and all points in Northern Colorado.

Horton Reclining-Seat Palace Cars

attached to all PASSENGER TRAINS, which are fitted with

WESTINGHOUSE AIR BRAKE,

and together with gentlemanly and attentive train employees, make the most popular route in the West.

Rates always as low as the lowest.

Remember these facts, and see that your TICKET reads
 "Via Denver and Rio Grande Railway."

For information regarding rates, etc., apply to any Ticket Agent in the United States, or address

S. R. AINSLIE,

General Passenger Agent, Denver, Colo

See that your Ticket Reads via
THE

DENVER & SOUTH PARK R. R.

WHEN GOING WEST TO

LEADVILLE,

DUDLEY,

KOKOMO,

ST. JOHNS,

TEN MILE,

HAMILTON,

GUNNISON VALLEY,

BRECKENRIDGE,

FAIRPLAY,

MONTEZUMA,

ALMA,

MORRISON, Etc.

Shortest and Most Direct Route

FOR ALL POINTS ABOVE.

This road passes through the renowned Platte Canon, and crosses the Kenosha Range, attaining the

HIGHEST ELEVATION OF ANY RAILROAD IN NORTH AMERICA,

10,000 FEET,

Affording the tourist and pleasure seeker the most delightful and varied

MOUNTAIN SCENERY,

AND THE BEST HUNTING AND FISHING GROUNDS.

Pullman Palace Cars attached to Night Trains.

Less Staging and Better Time than by any other Route.

G. W. FISHER,

General Superintendent.

A. S. HUGHES,

General Freight and Passenger Agent.

IRON MOUNTAIN ROUTE

Via ST. LOUIS FROM UNION DEPOT

FOR

MEMPHIS, MOBILE,
JACKSON, NEW ORLEANS,
VICKSBURG, NASHVILLE,
CHATTANOOGA, ATLANTA,
SAVANNAH, CHARLESTON,
JACKSONVILLE,

AND ALL POINTS IN THE

SOUTH AND SOUTH-EAST.

FOR

LITTLE ROCK,
HOT SPRINGS,
TEXARKANA, SHERMAN,
WACO, DENISON,
MARSHALL, DALLAS,
FT. WORTH, PALESTINE,
AUSTIN, HOUSTON,
GALVESTON, SAN ANTONIO,

AND ALL POINTS IN TEXAS.

When you go to or from ARKANSAS or TEXAS, for Business or for Pleasure, go by the Favorite "IRON MOUNTAIN ROUTE," where natural attractions, safety, speed, comfort and economy combine to make it the Popular Thoroughfare of the Great South-west.

Through Tickets and Baggage Checks can be procured at Ticket Offices of Connecting Lines throughout the East, North and West, and at the

COMPANY'S OFFICES:

104 Clark St., Chicago. 24 N. 4th St., St. Louis,
and Union Depot, St. Louis.

A. W. SOPER, Gen. Sup't.

G. W. RUGGLES,
Gen. Pass. Agt., St. Louis.

MISSOURI PACIFIC RAILWAY,

The best Route from the Eastern States and via
St. Louis to

KANSAS,

NEBRASKA,

NEW MEXICO,

Colorado,

CALIFORNIA,

OREGON,

ARIZONA,

The Agricultural and Mining Regions of the Great West.

EXCURSION TICKETS

Via this Line to DENVER and return are on sale at lowest rates every season, from May 1st, good till Oct. 31st.

Horton's Reclining Chair Cars

Are run on all Express Trains of this Line, **WITHOUT**
EXTRA CHARGE to holders of First-Class
Through Tickets.

Pullman Drawing Room Sleeping Cars

Are also attached to all Through Trains.

Any of the following named Agents of the Missouri Pacific Railway will promptly furnish any desired information concerning the Line:—

S. H. THOMPSON,

N. E. Pass. Agt., Pittsburgh, Pa.

S. H. MILLS,

S. E. Pass. Agt., Cincinnati, Ohio.

S. W. ELLIOTT,

East'n Pass. Agt., 409 Broadway, New York.

G. H. DANIELS,

Gen. Agt., 52 Clark St., Chicago, Ill.

F. CHANDLER, Gen'l Pass. Agt., St. Louis, Mo.

Portland & Ogdensburg Railroad,
PORTLAND, ME.,

TO
 Sebago Lake, Fryeburg, North Conway, Glen House, Crawford House, Fabyan House,

AND ALL POINTS IN

WHITE MOUNTAINS,

CONNECTING WITH TRAINS TO AND FROM

Summit of Mount Washington.

THE ONLY ROUTE

THROUGH THE

Wonderful Scenery of the White Mountain Notch.

OBSERVATION CARS

Attached to all trains through the Notch.

The Portland and Ogdensburg R.R. is in close connection with and easily reached from the Glen House, Bethlehem, Profile House and all the principal resorts of the White Mountains. Visitors by other lines to these resorts should bear this in mind, and remember that an excursion through the Notch will give a better idea of White Mountain scenery than can possibly be obtained otherwise. Trains are arranged so that the round trip—Fabyans to North Conway and Return—or vice versa, need occupy but a few hours, and the Observation Cars, a novelty in Mountain travel, introduced by the P. & O. R.R., will afford extensive, unobstructed views of the wild and impressive scenery of the Notch, its lofty heights and silent intervals, making the trip the memorable feature of the White Mountain Tour.

THE SHORTEST ROUTE FROM THE
MOUNTAINS TO THE SEA SHORE,
 Connecting at North Conway and Portland with
EASTERN & BOSTON & MAINE R.R.

FOR

Old Orchard, Wells, Rye and Hampton Beaches,
3 THROUGH TRAINS TO BOSTON with close connection

FOR

New York, Philadelphia, Baltimore and the West.

Excursion and Through Tickets for sale at Profile House, Fabyan House, Crawford House, and at principal ticket offices of connecting lines.

CHARLES H. FOYE,

J. HAMILTON,

G. T. A.

Supt.

OFFICES, PORTLAND, ME.

CENTRAL VERMONT R. R.

3 Express Trains Daily,

(SUNDAYS EXCEPTED) BETWEEN

Montreal and Boston,

WITH

PULLMAN DAY AND SLEEPING CARS.

Leave MONTREAL, 7.15 A.M., and 6.30 P.M.,

ARRIVING IN

BOSTON at 7.15 P.M., and 8.00 A.M.

2 Express Trains Daily,

(SUNDAYS EXCEPTED) BETWEEN

Montreal and New York,

Leave MONTREAL 3.20 P.M. and 6 P.M., and arrive
in NEW YORK 6.45 A.M. and 12 Noon.

WAGNER Sleeping & Drawing Room Cars through without change.

Passenger & Baggage Cars, Montreal to Albany, without change.

**See that your Tickets read via
ST. ALBANS.**

Tourists' and Excursion Tickets for sale in all the principal cities of New England and New York. Also at

136 St. James St., Montreal, Wm. B. VIAL, Can. Pass'r. Agent
26 Washington Street, Boston, T. E. BOND, Ticket Agent.
417 Broadway, New York, E. R. COPPINS,

J. W. HOBART,

Gen'l Superintendent,
St. Albans, Vt.

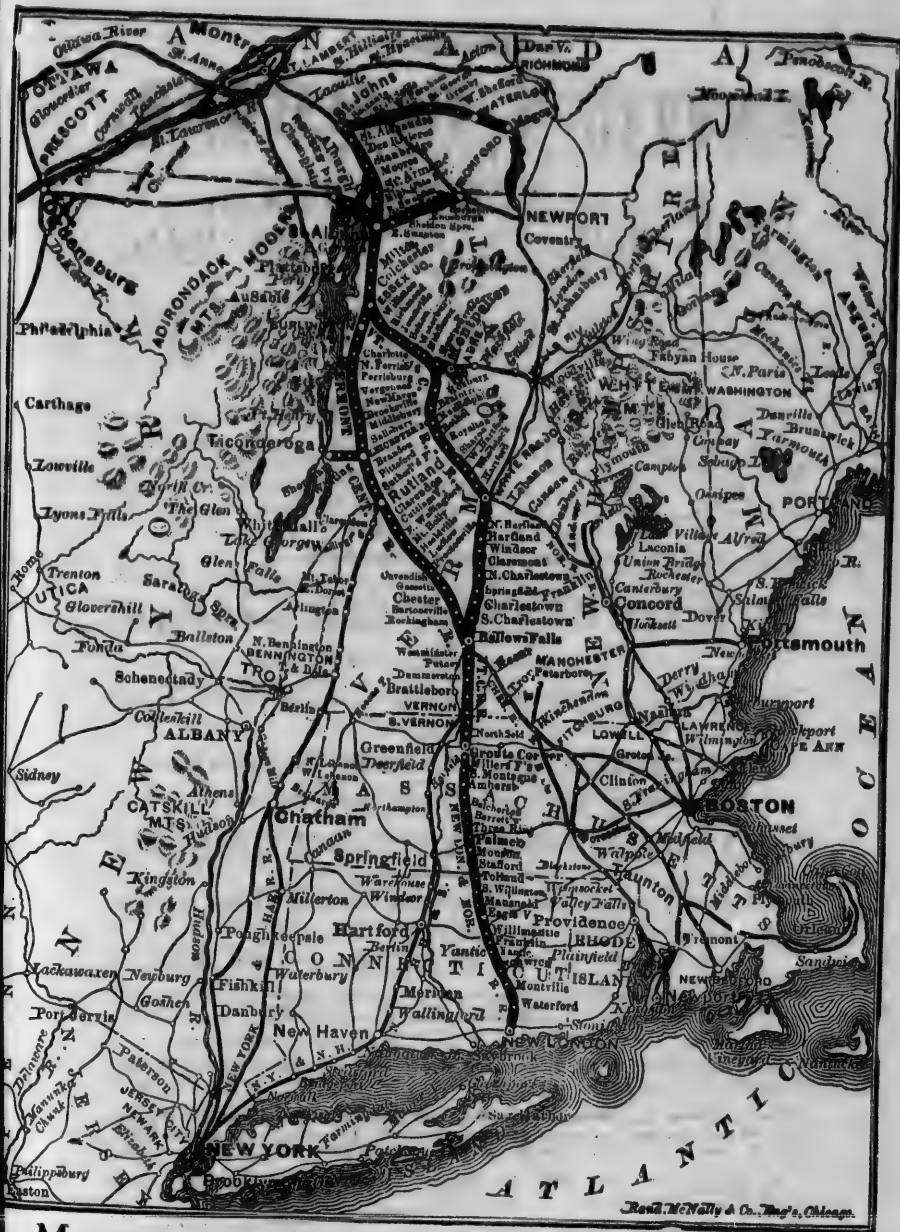
WM. F. SMITH,

Gen'l Pass'r Agent,
St. Albans, Vt.

D. MCKENZIE,

Ass't Gen'l Pass'r Agent,
St Albans, Vt.

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EASTERN RAILROAD.

—THE FAVORITE—

SEA-SHORE ROUTE,

Boston to Portland, Bangor, St. John, Halifax.

NO OTHER RAILROAD IN THE UNITED STATES, upon an equal length of line, threads so many bright SEA COAST TOWNS and SUMMER RESORTS. Throughout the height of the season it is literally a summer city, and the ENVIRONS OF BOSTON may be said to extend almost to

MAINE.

THE VISITORS AND RESIDENTS of this SEA SIDE REGION are drawn from the centres OF WEALTH in all parts of the land, whose COUNTRY-SEATS along the EASTERN RAILROAD for miles north-east of Boston represent the Middle, Southern, and Western element of the PLEASURE-LOVING.

The Equipment of the Eastern Railroad is Unexcelled.

All Modern Improvements in Railroading are Utilized.

Pullman's Celebrated Parlor Cars are run on Day Trains.

All Trains are Controlled by Electric Signals.

IT IS THE ONLY LINE RUNNING

Pullman's Drawing-Room Sleeping Cars on Night Trains

— BETWEEN —

Boston & Bangor.

It is the direct through route to all the Coast and Lake Resorts of New England, north of Boston, some of which are:

MANCHESTER BY THE SEA. (CAPE ANN,) HAMPTON AND RYE,
THE ISLE OF SHOALS, WOLFBORO ON LAKE WINNEPESEOGEE,
MOUNT DESERT, RANGELEY LAKES, POLAND SPRINGS,
AND MT. KINKO HOUSE ON MOOSEHEAD LAKE.

For the WHITE MOUNTAINS via NORTH CONWAY, and through the NOTCH to the Crawford House, Fabyan's, Profile House, Glen House, Bethlehem, Twin Mountain House, and MOUNT WASHINGTON.

The Line of EASTERN RAILROAD is unsurpassed for GRANDEUR and SUBLIMITY OF SCENERY.

TWO DAILY TRAINS from and to BOSTON, with OBSERVATION CARS ATTACHED, PASS THROUGH THE WHITE MOUNTAIN NOTCH.

Excursion Tickets by this Favorite Line, in connection with the different Sound Lines and all-rail routes, can be obtained on application to any of the Agencies of the Pennsylvania Railroad. For Routes and Rates, reference can be made under the appropriate heading in other portions of this Work.

Excursion Tickets at Reduced Rates can also be obtained at the different Offices of the Sound Lines and Railroad Offices generally in New York; at the Company's Boston Office, 306 Washington St., and at the DEPOT, on Causeway street. Also, at Cook & Son's Offices throughout the country.

For further information, Special Cars, Reserved Chairs, or Sleeping Berths, apply by telegraph or letter to

D. W. SANBORN,
Master of Transportation.

LUCIUS TUTTLE,
Gen'l Passenger & Ticket Agt., Boston.

**The Short Line and Popular Route to
LAKE GEORGE,
LAKE CHAMPLAIN,
AU SABLE CHASM,**

AND THE

GREAT ADIRONDACK WILDERNESS.

IS VIA THE

Delaware & Hudson Canal Co.'s Railroads.

IT IS THE ONLY LINE TO

Saratoga, Sharon Springs, Cooperstown, Howe's Cave, &c.,

AND THE

Shortest Route to Montreal and the Provinces.

TO THE

White Mountains.

Via Saratoga, Lake George, Lake Champlain and Burlington.

No other Route can offer the same attractions, for BY SPECIAL ARRANGEMENT All Rail Tickets, reading via the Delaware & Hudson Canal Co.'s Railroad are accepted on the Lake Champlain Steamers, and vice versa.

See that your Tickets Read via this Route.

"The Summer Tourist," a book descriptive of the above routes, and profusely illustrated, may be had FREE upon application to any of the principal Ticket Offices in the United States.

Tickets via this Line may be purchased at the Pennsylvania R.R. Ticket Offices in Richmond, at No. 826 Main Street, and the Exchange Hotel. In Washington, at Baltimore and Potomac Depot, and corner of Thirteenth Street and Pennsylvania Avenue. In Baltimore, at Union Depot, Calvert Street Depot, and corner of Baltimore and Calvert Streets. In Philadelphia at the Depot, corner of Thirty-second and Market Streets; corner Broad and Chestnut Streets; No. 838 Chestnut Street, and No. 116 Market Street, and at all the principal Stations on the Pennsylvania Railroad.

C. F. YOUNG, Gen'l Manager, Honesdale, Pa.

JOS. ANGELL, Gen'l Pass. Agt., Albany, N. Y.

F

AMERICAN
—AND—
CANADIAN HOTELS
—FOR—
TRAVELLERS
—AND—
PRINCIPAL
SUMMER RESORTS.

In the list of American and Canadian Hotels following no attempt is made at supplying a complete chain in any direction, though such an arrangement will be gradually made in our future Edition. Of the Hotels mentioned, however, it is necessary to say that none have place except such as have been personally tested, and found well located and capable of supplying excellent accommodation and upon the special features ascribed to each the utmost dependence can be placed by all interested. For locations, names of proprietors, etc., see the following announcements.

INTERNATIONAL HOTEL.

Niagara Falls.



Good Rooms and Board Only \$3.00 per day.

BEST HOTEL AT THE FALLS.

The International Hotel Co.,

ALVA CLUCK, Manager.

{ A. CLUCK.
H. S. WARE.
F. R. DELANO.

This magnificent Hotel, which has always been the favorite for the tourist and pleasure seeker, is not only the **LARGEST** but also the **FINEST** at Niagara, with **Accommodations for 600 guests**, combining all the modern improvements; one prominent feature of which is its large rooms with high ceilings and perfect ventilation, as well as being comparatively fire-proof. Magnificent Apartments (both single and en suite), from the windows of which can be seen the grand American Rapids, Great Island and Prospect Park.

POPULAR PRICES, 1890.—RATES OF BOARD REDUCED.

300 Rooms reduced to \$3.00 per day.

100 Rooms reduced to \$3.50 per day.

Parlor Floors, \$4.00 per day.

A LIBERAL REDUCTION by the Week or Month for Regular Boarders.

NEW AND HANDSOME PASSENGER AND BAGGAGE ELEVATORS.

MUSIC FOR HOPS DURING THE SEASON.

Porters and Omnibuses at the Depots on the arrival of all trains. Railroad, Steamboat, Livery, and Telegraph Offices in the Hotel.

See page 78.

SPENCER HOUSE,

Open the year round,



A. CLUCK, - Proprietor,

NIAGARA FALLS, N. Y.

This well known hotel, with additional attractions, continues ready to welcome its patrons. The Spencer, from its desirable situation, offers greater inducements to the tourist than any other hotel at Niagara. It is the only first-class hotel open summer and winter, and combines all the elegance of the modern hotel with the quietness and comfort of a home. Its table has always been distinguished for its excellence, and its apartments are the best ventilated and most commodious at Niagara. Of all the first-class hotels, the Spencer only has reduced its prices for 1880 to \$3.00 and \$2.50 per day according to location of rooms.

TROY HOUSE,

TROY, N. Y.



Corner River and First Streets.

Short Block from Steamboat Landing, and within Five
Minutes' Walk from Union Depot.

The Leading and Only First-Class House in the City.

RECENTLY RE-FURNISHED, ELECTRIC ANNUNCI-
ATOR, &c.; COURTEOUS ATTENDANTS,
ALL STRIVING TO PLEASE.

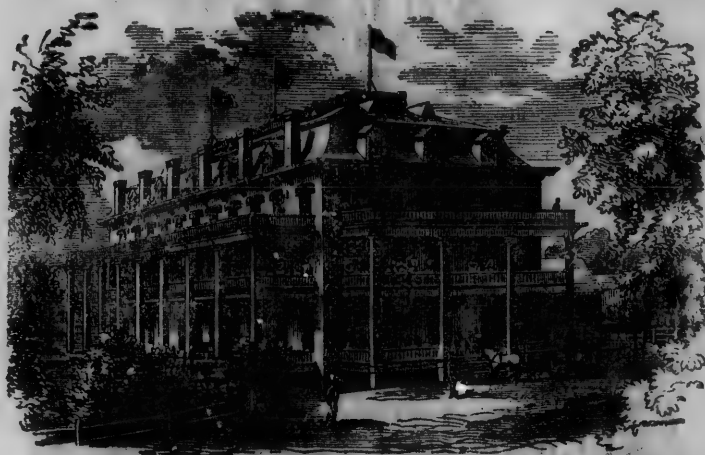
Table Supplied with all the Delicacies in Season.

Free Bus to and from all Trains and Boats.

B. F. STILES, Prop.

H. B. HEDGEMAN, } Off ce.
C. LANSING.

FOUQUET HOUSE.



Directly opposite Delaware & Hudson Canal Co.'s Depot.

THE STARTING POINT FOR THE ADIRONDACKS AND WHITE MOUNTAINS.

Free conveyance of Passengers and Baggage to and from all boats and trains.

TRAINS STOP HERE FOR MEALS.

The FOUQUET HOUSE is the best hotel in the town, if, indeed, it does not occupy that position among all the hotels of northern New York. It is overlooking the Railroad Depot, and but a short distance from the Steamboat Landing commanding a very pleasant view of the bay and Lake Champlain from the piazzas. The rooms are large and elegantly furnished, and the table one of the best in the State. A beautiful and excellently kept Flower Garden of two acres is attached to the hotel.

Parties arriving at Plattsburgh in the evening and remaining over night can start at 6.50 a.m. by the elegant steamer *Vermont*, of the Champlain Transportation Co.'s line, calling at Fort Kent for Ausable Chasm, and Fort Ticonderoga for Lake George. Also, leaving Plattsburgh by rail, at 10.50 a.m., connecting at Fort Ticonderoga with Train for Baldwin, arriving at Fort William Henry about 5 p.m.

For White Mountains direct, boat leaves Plattsburgh at 10.30 a.m. for Maquam Bay, connecting with Portland and Ogdensburg Railroad, and arriving at White Mountains same evening in time for supper.

D. McBRIDE, Proprietor.

THOUSAND ISLAND HOUSE.



ALEXANDRIA BAY, N. Y.

In the immediate vicinity of the far-famed 1000 Islands.

LARGEST HOTEL ON ST. LAWRENCE RIVER.

Accommodates 700 Guests.

THIS FIRST-CLASS HOTEL, being regarded by the Travelling Public as the most popular resort on the River, is situated at ALEXANDRIA BAY on the St. Lawrence River, 30 miles from Cape Vincent and 36 from Ogdensburg.

The proprietor takes this opportunity of thanking his numerous friends for past favors, and to inform them that he has made a First-Class House, with all the modern improvements, Gas, Bath-Rooms, Etc., and hopes in future to be able to accommodate all who favor him with a visit. It is easy of access, the Canadian Navigation Company run two daily lines of Steamers from Niagara Falls to Montreal, making all of the landings, stopping at Alexandria Bay both ways.

As a quiet, romantic and healthy resort, this place has no superior, abounding as it does in cool, shady walks and rambles among the Islands, fine boating, and, lastly, the finest fishing to be found in America. Persons who, during the hot months of summer, seek a place of resort for relaxation from cares of business, and also to benefit their health, will find no pleasanter spot than Alexandria Bay, envied as it is by the Thousand Islands, and the beautiful scenery of the St. Lawrence River.

The Hotel is lighted by Electricity.

GOWAN'S BRASS BAND.

O. G. STAPLES, Proprietor.

Send two 3 cent Stamps for Guide Book and Visitors List to

O. G. STAPLES,

ALEXANDRIA BAY.

HIGHGATE SPRINGS, VERMONT.

12 miles North of St. Albans, Vt.



On Railroad to Montreal.

The FRANKLIN HOUSE and COTTAGES

At this Summer Resort are open for Boarders and Tourists from June 1st to November 1st, and contain all Modern Conveniences:—Hot, Cold, Mineral, Sulphur and Medicinal Baths, Billiards, Bowling, Livery, &c. Yachting, Boating, Fishing and Duck Shooting, on Lake, 100 rods distant. Post Office, Express and Telegraph Office in House. Railroad Depot only two minutes' walk from House. Morning, noon and evening trains daily, each way. Sundays excepted.

For Rates address JUDSON L. SCOTT, Proprietor,
Highgate Springs, Vermont.

AMERICAN HOUSE,

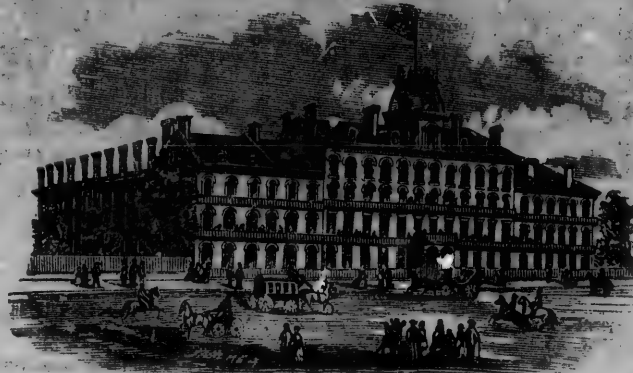
ST. ALBANS, Vt.



S. J. STROUD, Prop.

The Commercial Hotel of the Town, and the most centrally located House for business.
Free Bus to and from the Depot.

THE QUEEN'S, TORONTO.



McGAW & WINNETT, - - - Proprietors.

The "QUEEN'S" is one of the largest, and the most comfortable Hotel in the Dominion of Canada. Being adjacent to the Lake, it commands a beautiful view of Toronto Bay and Lake Ontario. It is well known as the coolest Summer House in Canada. It is elegantly furnished throughout. Rooms, *en suite*, with bath-rooms, etc., attached, on every floor.

In 1871, a splendid suite of apartments was occupied by His Imperial Highness the Grand Duke Alexis of Russia, and suite.

His Excellency the Earl of Dufferin, K.P., Governor-General of Canada, and the Countess of Dufferin, on the occasion of each visit to Toronto, engaged suites of Apartments at the "THE QUEEN'S," The Grounds around it being spacious and airy, with Croquet and Chivalrie Lawns, &c., render it one of the most pleasant and desirable Hotels for business men, pleasure seekers and the travelling public.

Terms for board, \$2.50 to \$3.50 per day, according to location of rooms. Bath-rooms, &c., attached, \$1.50 per day additional.

G

ONT.

On Railroad to Montreal.

TAGES

June 1st to
General, Sulphur
Fishing
and Telegraph
Morning,

Victor,
Vermont.

E,

S. J. STROUD, Prop.

trally located

WINDSOR



HOTEL

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